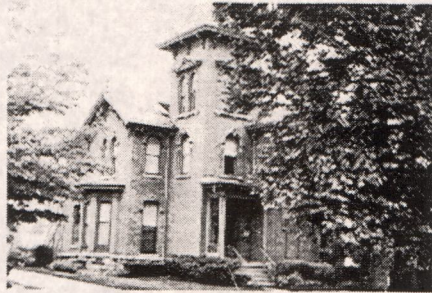


Ms. Jane Schmiedeke
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City of Ypsilanti

Master Plan

Draft, October 1997

City of Ypsilanti

Master Plan

Draft, October 1997

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CITY OF YPSILANTI, MICHIGAN

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MEMORANDUM

TO: Key Community Leaders and Organizations
FROM: Fred Davis, Planning Commission Chairman
DATE: October 16, 1997
SUBJECT: City of Ypsilanti Draft Master Plan

The Planning Commission, in conjunction with City staff and consultants, Carlisle/Wortman Associates, is pleased to present a copy of a draft of the City of Ypsilanti Master Plan. Formulation of the plan began with community wide visioning sessions last fall, and has continued throughout the year to result in the enclosed document.

The Planning Commission is requesting feedback from key community leaders and organizations. Please take some time to review the document and forward any written comments you may have by November 6th to the Community and Economic Development Department at City Hall. Feel free to mark up the draft! The Planning Commission will take all comments under advisement, and make any changes necessary.

Under the Municipal Planning Act (Public Act 285 of 1931), the Planning Commission is the official adopting body for any City Master Plan. However, input from everyone is key to the success of the Plan. A public hearing for city-wide comments is scheduled for Wednesday, November 19, at 7:30 p.m., in the City Hall Council Chambers, One South Huron Street, Ypsilanti.

Thank you in advance for your input. I hope to see you November 19th.

A:\MASTERPLAN.MEM CORRESPONDENCE AUGUST 1997



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I. INTRODUCTION

Introduction

What is Planning?

Planning is a process which involves the conscious selection of policy choices relating to land use, growth and development in the community. The Master Plan is the only official City document which sets forth policies for the future of the community.

The City of Ypsilanti derives its authority to prepare a Master Plan from the Municipal Planning Act, P.A. 285 of 1931. The Act states:

Section 6. The commission shall make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of the municipality. The plan, with the accompanying maps, plats, charts, and descriptive matter shall show the commission's recommendations for the development of the territory, including, among other things, the general location, character, and extent of streets, viaducts, subways, bridges, waterways, flood plains, water fronts, boulevards, parkways, playgrounds and open spaces, the general location of public buildings and other public property, and the general location and extent of public utilities and terminals, whether publicly or privately owned or operated, for water, light, sanitation, transportation, communication, power, and other purposes . . . As the work of making the whole master plan progresses, the commission from time to time may adopt and publish parts thereof, any such part to cover One or more major sections or divisions of the municipality or one or more of the aforesaid or other functional matters to be included in the plan. The commission from time to time may amend, extend, or add to the plan.

How Is The Plan to be Used?

The Plan serves many functions and is to be used in a variety of ways:

- 1) The Plan is a general statement of the City's goals and policies. It provides a single, comprehensive view of the community's desires for the future.

-
- 2) The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivision, capital improvements, and other matters relating to land use and development. The Plan provides a stable, long-term basis for decision-making which will provide a balance of high and low density housing, commercial and industrial land use, and an orderly process for land use planning.
 - 3) The Plan provides the statutory basis upon which zoning decisions are based. The City or Village Zoning Act (P.A. 207 of 1921, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City ordinances. Zoning is only one of the many legal devices used to implement the Master Plan.
 - 4) The Plan attempts to coordinate public improvements and private developments. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
 - 5) Finally, the Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

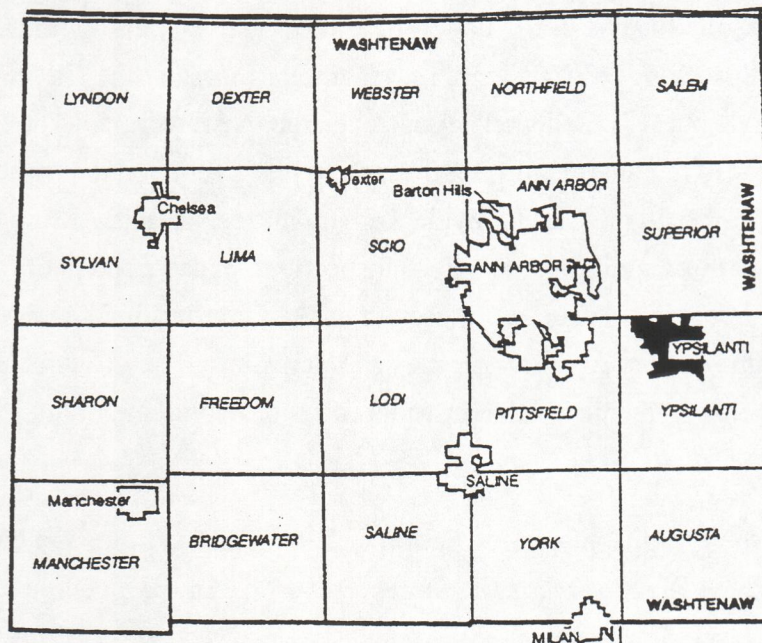
In summation, the City of Ypsilanti Master Plan is an officially adopted document which sets forth an agenda for the achievement of goals and policies. It is a long range statement of general goals and policies aimed at the unified and coordinated development of the City of Ypsilanti. It helps develop a balance of orderly change in a deliberate and controlled manner which permits controlled growth and redevelopment. As such, it provides the basis upon which zoning and land use decisions are made.

II. BACKGROUND STUDIES

Background Studies

Overview

The City of Ypsilanti, located in the eastern portion of Washtenaw County, is an older community which is nearly built out. It can be characterized by its older, historic downtown areas, the presence of the Huron River and adjacent parks, historic homes and older neighborhoods around the edges of the City, and its strong and involved citizenry. The current state of the City is presented in the following background studies.



SOURCE: SEMCOG

History

Ypsilanti's history extends back to the early decades of the 19th century, with the establishment of territory land for public sale in the 1820s, Benjamin Woodruff founded Woodruff's Grove, the nucleus of what became the Village (1832) and then the City of Ypsilanti (1859), the second city in the state to incorporate.

Significant contributing factors leading to Ypsilanti's physical development, include the surveying and "improvement" of the old Sauk Trail (an early Indian route connecting the sites of Detroit and Chicago) in the late 1820s, construction of the Detroit and Saint Joseph Railroad in 1838, and establishment of the Interurban Railway System in the latter part of the 19th century. Thus, was Ypsilanti linked early on with outlying communities and other developing areas. This linkage

today, of course, includes the interstate highway system (I-94/US-23) and international air travel (Detroit Metropolitan Airport).

Other significant events in Ypsilanti's history, include the establishment of the Michigan State Normal School in 1849 and the Willow Run Bomber Plant in the early 1940s. The Normal School was the first teacher training school west of the Allegheny Mountains and continues in operation today as Eastern Michigan University (EMU). The bomber plant was erected specifically to address the World War II war effort, producing ever changing, continually improved, long-range bombers. Employment demands were great (three shifts, 24 hours a day) luring thousands of families to Ypsilanti and the Ypsilanti area and causing a severe housing shortage. The need for additional housing resulted in the construction of Willow Village, an agglomeration of quickly constructed, attached dwellings in Ypsilanti Township, northeast of the City. This housing was considered "temporary", but was used well beyond even the most liberal interpretation of that term. The desperate need for living quarters during this period also prompted the owners of many of the beautiful, large older homes in the City to divide them up into rental units. More often than not this was done without benefit of a building permit or inspections; indeed, much of the work was done by the homeowners themselves. The rapid growth of the City during World War II has left the City of Ypsilanti with a variety of housing types and densities. The growth also created vibrant and economically viable commercial and industrial centers providing important jobs and tax base to the City.

The development of the EMU Convocation Center and Football Stadium, and the rehabilitation of Pease Auditorium and the Riverside Arts Center represent some of the recent investments that have occurred in the City.

The downtown area benefits from the presence of numerous long-standing businesses. Some of the long-standing or notable businesses in both the Downtown and Depot Town areas include restaurants or taverns such as Haab's Restaurant, T.C.'s Speakeasy, Sidetrack, Aubree's, and Cady's; retail uses such as Congdon's Hardware, Materials Unlimited, Ypsilanti Cycle, and Frank's Pharmacy; and landmark uses such as the historic Hudson Dealership/Miller Motors, and the Farmers' Market.

Economic Development Strategic Plan

The Economic Development Strategic Plan for eastern Washtenaw County, prepared for Washtenaw County and the Washtenaw Development Council and published in 1996, summarizes what are perceived as the Ypsilanti area's significant assets, opportunities, constraints and

weaknesses. This plan was compiled with support from the Economic Development Administration in an effort to focus economic planning efforts in eastern Washtenaw County following closure of the Willow Run General Motors plant in 1993.

The existing transportation network is the eastern Washtenaw County asset most frequently mentioned by those interviewed as a part of the strategic plan. The area's location has potential as a major regional transportation hub, with a well developed roadway and rail system and proximity to two substantial aviation facilities – Willow Run and Detroit Metropolitan Airports. Ypsilanti is actually closer to the Detroit Metropolitan Airport than many of Detroit's northern suburban communities, while Willow Run Airport has significant future potential, as a midwestern trade port.

The presence of Eastern Michigan University, Washtenaw Community College, Cleary College, and easy accessibility to the University of Michigan and other educational institutions in the region are considered major economic assets. These institutions are not only major employers, but also provide the community with educational and cultural benefits as well.

Available land for development at reasonable prices and reusable existing buildings (primarily in downtown Ypsilanti) are also considered major assets. Costs of doing business are generally considered more reasonable in the Ypsilanti area than in other parts of Washtenaw County, or in Wayne or Oakland Counties.

A strong sense of community and deeply rooted pride in the area are seen as factors contributing to the high quality of life offered by the Ypsilanti community. The ability to work and live in the same community without the hassle of daily commuting is a major strength.

Other Ypsilanti area assets cited in the Economic Development Strategic Plan include:

- Favorable development environment, with good business climate;
- Numerous amenities with a low cost of living;
- Educated, skilled, and available workforce;
- Excellent manufacturing work ethic;
- Infrastructure already in place;
- Existence of the Marriott Hotel and EMU Conference facility and world-class golf course;
- Proximity to Ann Arbor, a nationally recognized educational, research, and cultural center;
- A significant history as a manufacturing activity center.

Constraints and weaknesses were discussed as well and summarized below:

-
- Negative perceptions and images associated with the Ypsilanti area;
 - Perceived lack of cooperation between the city and township governments;
 - A strong union presence which can be perceived as a barrier to attracting new industry.

Thus, Ypsilanti has a long and varied development history, having experienced both ups and downs, high and lows, over nearly two centuries. It is apparent that the City has a number of challenges which require resolution, including substandard housing, aging infrastructure, aging population, increase in number of families with only one parent, changing community facilities needs, all problems typical of older urban areas. However, the plus side of the ledger far outweighs the City's current concerns, and demonstrates that there are significant opportunities upon which the Ypsilanti community may capitalize as we proceed toward the 21st Century. This Master Plan will identify the City's opportunities and constraints and help forge a future direction for continued prosperity.

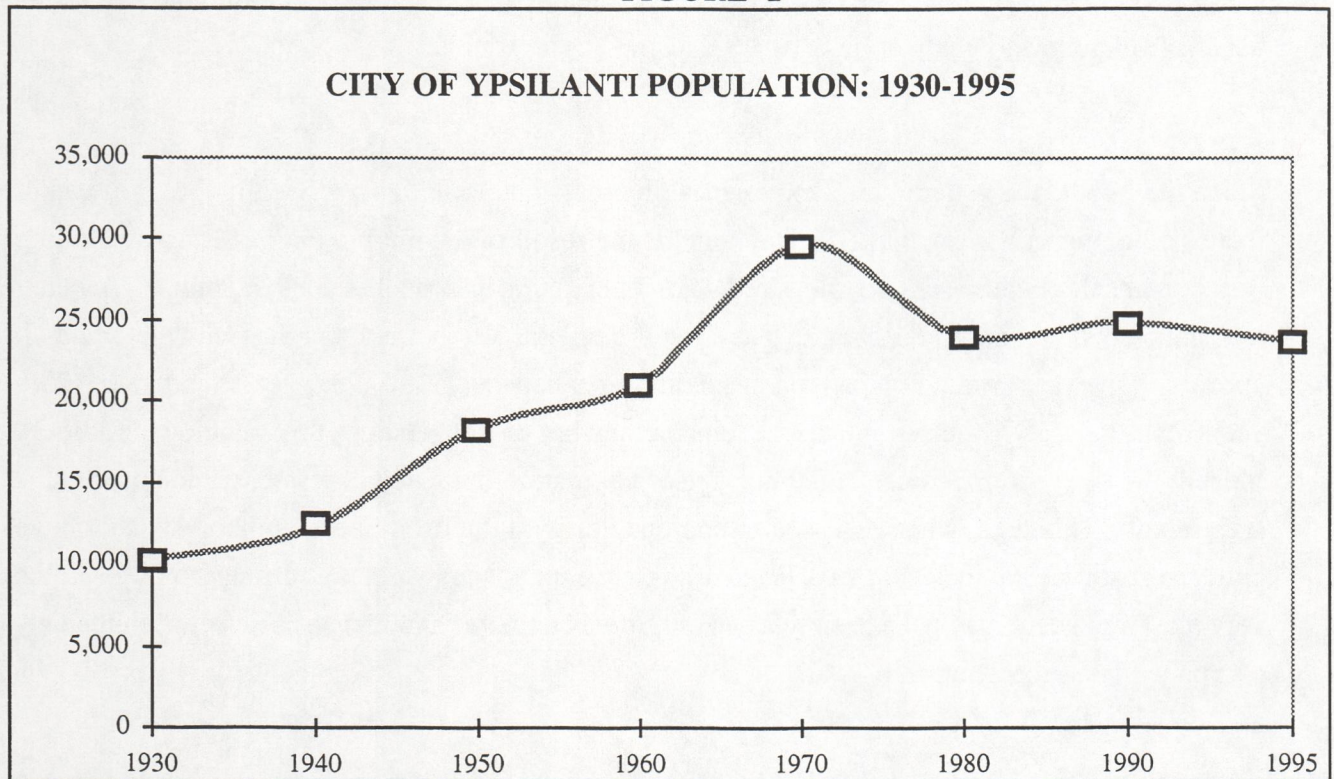
Population Analysis

As a part of initial planning activities undertaken as preparation for the formation of the City of Ypsilanti Master Plan, population characteristics and related demographics were compiled and analyzed. Familiarity with this information is essential to recognizing and ultimately addressing physical development trends, including land use patterns and infrastructure, community facilities, and housing needs.

Historic Population Trends

Trends relating to the City of Ypsilanti's population over the past 65 years have been erratic, as illustrated in Figure 1 on the following page. Between 1930 and 1970 the City grew by 19,395 citizens (91.2%), from 10,143 to 29,538. However, during the next 20 years there was a corresponding 16% loss of population, from 29,538 in 1970 to 24,818 in 1990. The 1995 mid-decade estimate reveals a continuing population loss of five%, resulting in a 1995 population of 23,646.

FIGURE 1



SOURCES: U.S. Census, SEMCOG "Population and Occupied Housing Units, 1995"

As is revealed on Table 1 on the following page, the 1970 to 1990 period, during which the City experienced a loss of 16% of its population, Ypsilanti Township continued to enjoy growth

(36.5%), as did Washtenaw County (20.9%), as well as the State of Michigan (4.7%). This comparison suggests that the general out-migration from central cities during this period substantially reduced Ypsilanti's population, while, it may be presumed, distributing much of that displaced population no further than adjacent townships, to other areas in Washtenaw County, or elsewhere in the State. General out-migration is only one of several factors resulting in the City of Ypsilanti's population loss. Other factors include a limited amount of easily developable land area, modifications in population characteristics, and reduction of average number of persons per household.

Development/Redevelopment Opportunities

The City of Ypsilanti has experienced continuous development over nearly 150 years; however, since the last significant population surge in the 1960s, little land has remained available for development. An inventory of land use undertaken in 1973 noted that only 2% of the land area within the City (50 acres) was vacant. The Southeast Michigan Council of Governments (SEMCOG) published a similar inventory of land use in 1990 which revealed that less than 1% of developable vacant land remains available. This indicates that opportunities are available for re-use and redevelopment of areas that are either underutilized or vacated. Several areas in the City could benefit from redevelopment efforts.

Aging Trends

Since the 1970s, the general trend experienced by most communities has been in the direction of increased aging of the population. This trend is the result of a combination of factors, including improved health habits (sensible diets, reduction of smoking and alcohol consumption, etc.), better medical care, and reduced birth rates. The City of Ypsilanti also became familiar with this trend. It appears, however, from a comparison of median ages between 1980 (23.9 years) and 1990 (23.6 years) that the City is currently experiencing somewhat of a reversal of this trend (see Table 2). Indeed, the 0.3 year difference in median age of population in the City between 1980 and 1990 is significant. This data, when assessed in conjunction with the drop in the number of school age children from 13.7% in 1980 to 10.7% in 1990, appears to suggest that a turning point, or at the very least a plateau, may have been reached. Figure 2 compares age composition between the City of Ypsilanti and the Township.

TABLE 1
POPULATION TRENDS COMPARISON, 1930-1995

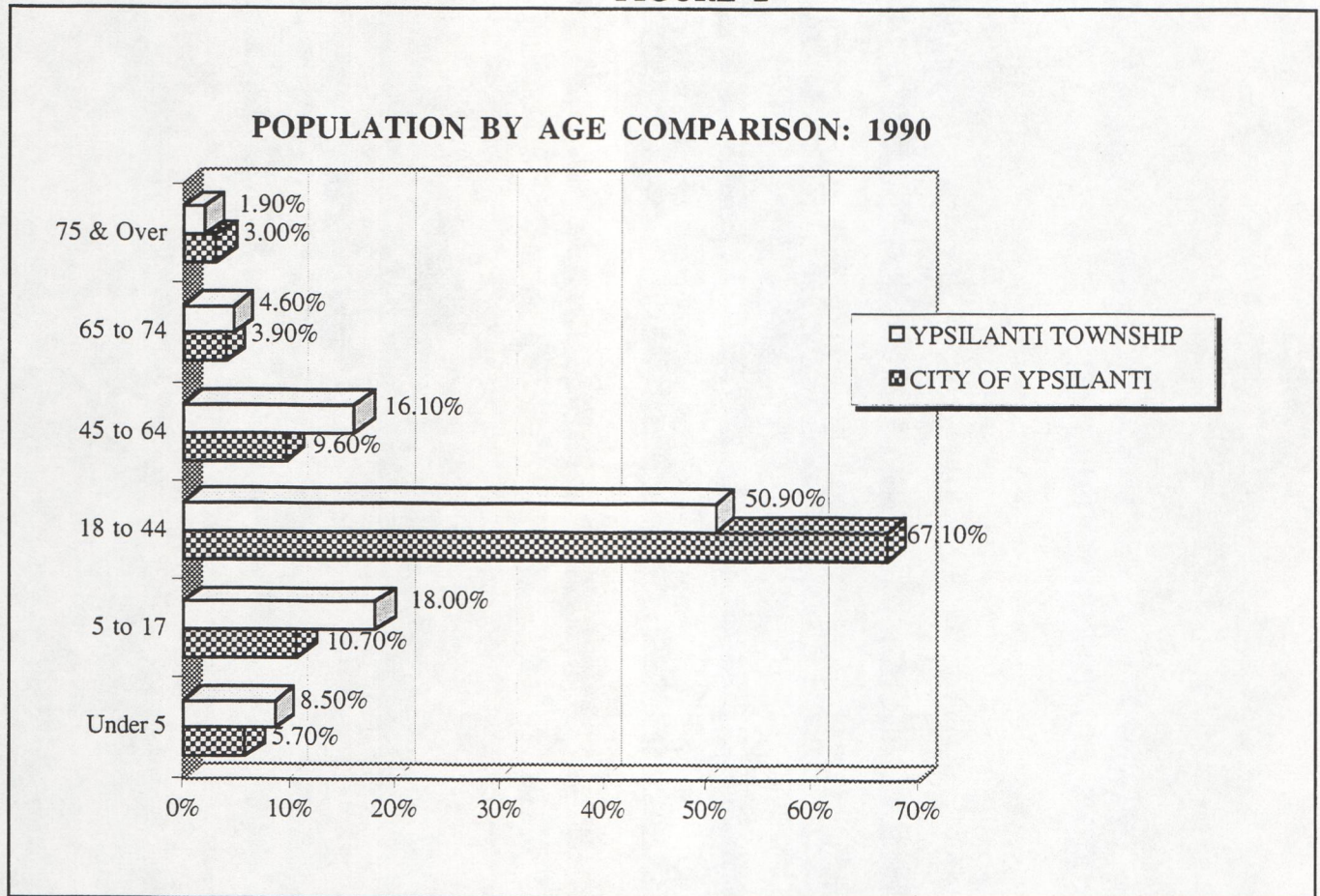
1930	Change		1940	Change		1950	Change		1960	Change		1970	Change		1980	Change		1990	Change		1995
	No.	%		No.	%		No.	%		No.	%		No.	%		No.	%		No.	%	
City of Ypsilanti																					
10,143	1,978	19.5	12,121	6,181	51.0	18,302	2,655	14.5	20,957	8,581	41.0	29,538	-5,507	-19.	24,031	787	3.3	24,818	-1,172	--4.7	23,646
Ypsilanti Township																					
2,168	1,985	92.0	4,153	(1)	(1)	(1)	(1)	(1)	25,950	7,244	28.0	33,194	34.1	25.4	44,511	796	1.8	45,307	2,357	5.2	47,664
Washtenaw County																					
65,530	15,280	23.3	80,810	53,796	66.6	134,606	37,834	28.1	172,440	61,663	35.8	234,103	30,637	13.1	264,740	18,197	6.9	282,937	(2)	(2)	(2)
State of Michigan																					
4,842,325	413,781	8.5	5,256,106	1,086,484	20.7	6,342,590	1,480,604	23.3	7,823,194	1,058,632	13.5	8,881,826	380,218	4.3	9,262,044	33,253	0.4	9,295,297	(2)	(2)	(2)

SOURCE: U.S. Census & SEMCOG

(1) 1950 Census data not available for Ypsilanti Township. No. and % Change between 1940 & 1960: 21,797, 524.8%.

(2) 1995 Estimates not available for Washtenaw County or State of Michigan.

FIGURE 2



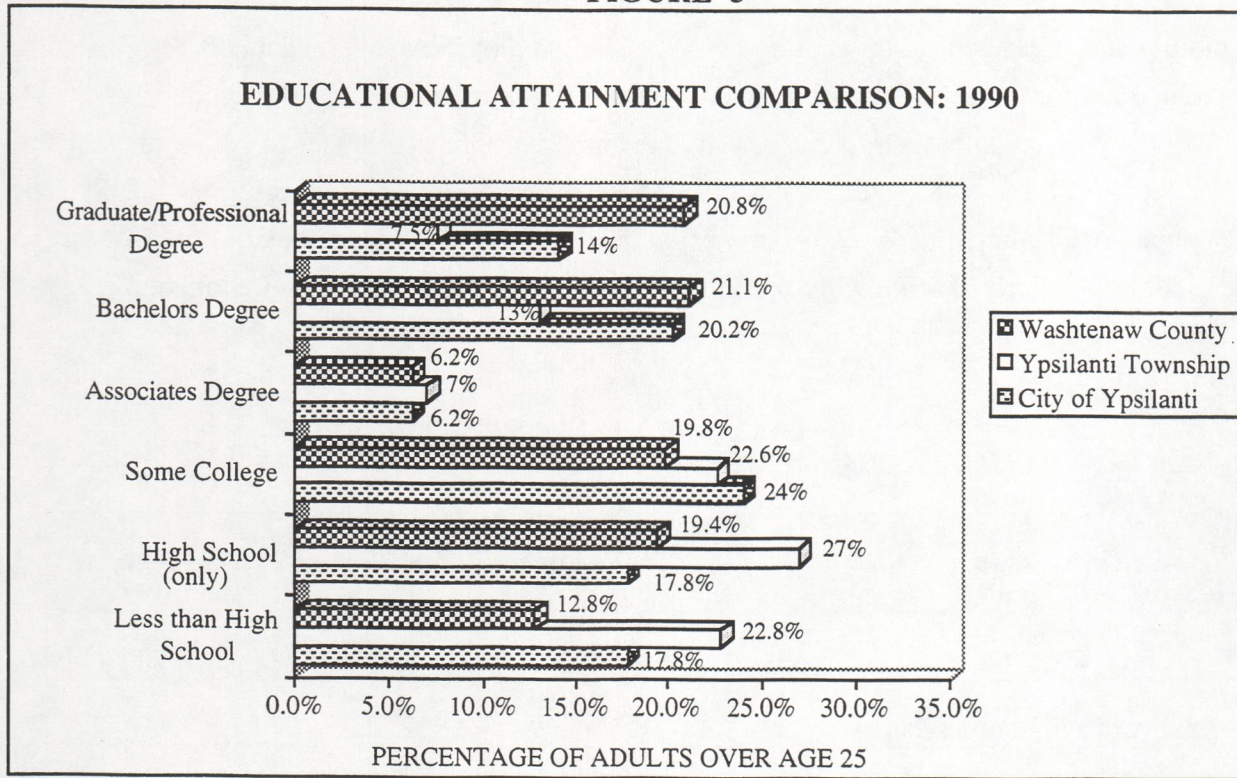
	18-64	65 & Over	Median Age
City of Ypsilanti	19,062, 76.8%	1,707, 6.9%	23.6 years
Ypsilanti Township	30,338, 67.0%	3,050, 6.7%	29.8 years

SOURCE: 1990 Census

Education

The presence of Eastern Michigan University, Clearly College and Washtenaw Community College (WCC), and the University of Michigan impacts upon the high educational achievement of area residents. The City of Ypsilanti has a well educated population with 64.4% of the population having at least some college education. Approximately 20% of residents have a college degree. This compares with 13% of Ypsilanti Township residents and 21.1% of Washtenaw County residents. The following Figure 3 details educational attainment levels for the City of Ypsilanti and how they compare to the Township and Washtenaw County.

FIGURE 3



SOURCE: 1990 Census

Race

Ypsilanti has a greater racial diversity than either the Township or County (see Table 2 below). Non-whites in the City of Ypsilanti comprise 30.6% of the population, compared to 20.5% in the Township and 16.5% in the County. African-Americans are the next largest group after whites with 25.1% of the population.

TABLE 2
CITY OF YPSILANTI RACIAL DISTRIBUTION: 1990

Race and Hispanic Origin	Ypsilanti	Ypsilanti Township	Washtenaw County
White	69.4%	79.4%	83.5%
Black	25.1%	18.2%	11.2%
American Indian, Eskimo, or Aleut	0.5%	.4%	.4%
Asian or Pacific Islander	4.3%	1.4%	4.1%
Other race	0.7%	.6%	.7%
Hispanic origin (of any race)	1.9%	1.6%	2%

SOURCE: 1990 Census

Disability

Disability status can impact upon public services and employment levels. Table 3 below depicts disability data for the City, Township, and County. Of non-institutionalized persons aged 16-64, 8.3% of the population has a mobility or self-care limitation. This compares to 12.5% of Ypsilanti Township, and 7.1% in Washtenaw County. Those with work disabilities comprise 6.2% of the City population, compared to 10.3% in Ypsilanti Township, and 6% in the County. For the 65 and older population, 40.4% of City residents have a mobility or self-care limitation, compared to 40.9% for the Township, and 33.6% in the County.

**TABLE 3
CITY OF YPSILANTI
CIVILIAN POPULATION WITH DISABILITIES, 1990**

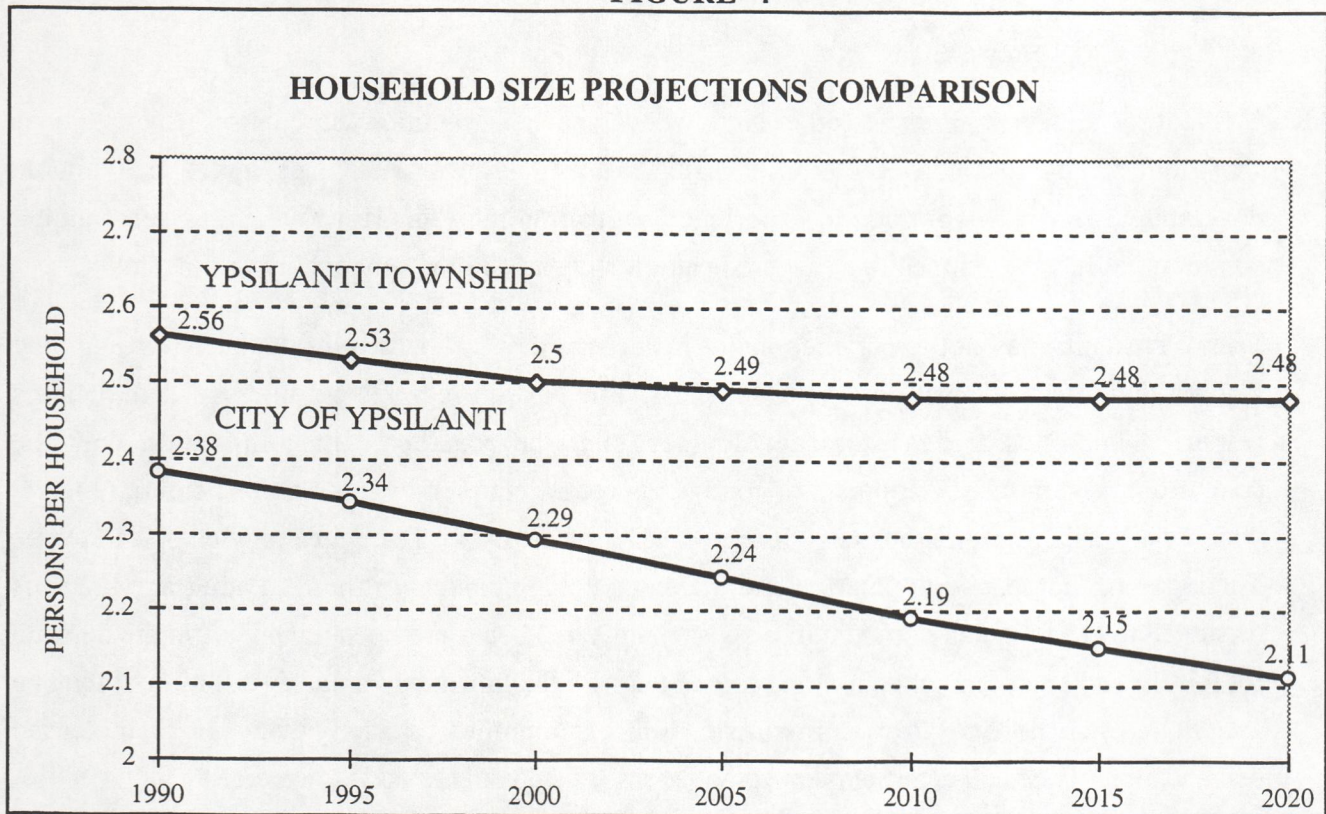
Disability Category (Non-institutionalized Persons)	Ypsilanti	Ypsilanti Township	Washtenaw County
Persons 16 to 64	19,501	31,440	203,014
Mobility or self-care limitation	8.3%	12.5%	7.1%
Work disability	6.2%	10.3%	6%
Persons 65 years and over	1633	2829	19,897
Mobility or self-care limitation	40.4%	40.9%	33.6%

SOURCE: 1990 Census

Fewer Persons Per Household

The number of persons per household (PPH) has dropped every year it has been measured, either by the U.S. Census or SEMCOG. (The number of PPH in Ypsilanti in 1990 was 2.38 as illustrated in Figure 4 on the following page). This has been true not only of the City of Ypsilanti, but also for municipalities throughout the United States. The number of PPH in Ypsilanti is expected to continue to slide, to a low of 2.11 PPH in the year 2020. While this may seem insignificant, what it means is that every 1000 households will have 270 few people living in them in 2020 as compared to 1990.

FIGURE 4



SOURCE: SEMCOG "Population and Occupied Housing Units, 1995"

Population Projections

Thus, with the continuing but moderating out-migration trend, offset by a population seemingly less inclined to have children, and combined with the reality of a dearth of available developable land, Ypsilanti may expect population to continue to decrease well into the 21st Century.

Forecasts, or projections of population (in spite of the limitations surrounding the forecasting process) are key elements in preparing the City of Ypsilanti Master Plan. These forecasts help determine various long-range requirements of an expected population and assist in extrapolation of land area and housing needs, as well as determining the extent of community facilities which must be provided. Forecasts indicate the magnitude of change within a community, as well as assist in targeting those elements of the community structure most likely to face pressures, which require increased capacities, or which may have to be replaced.

Population projections are presented in Table 4. These forecasts, developed by SEMCOG, employ programs involving cohort survival population projection techniques. The SEMCOG 1989 forecast projects steadily declining population over the next 30 years. Between 1990 and the year

2020 the City is expected to experience a reduction of 3,048 persons, reflecting an overall population loss of 12.3%.

Ypsilanti, in a manner similar to other largely developed communities will continue to experience slow, but steady loss of population. Most nearby townships with large tracts of available developable land will continue to experience population growth. However, most surrounding communities have developed in a scattered pattern, with no defined central core or downtown.

While Ypsilanti may not experience major residential development and population growth, the historic downtown is positioned to become a significant sub-regional commercial and business center. Thus, Ypsilanti's future development must be considered in conjunction with the concurrent residential development of contiguous communities, recognizing this potential market which the Ypsilanti central business district (CBD) and the Depot Town area may be poised to tap. The aging of the general population and increases in the numbers of those in adult age brackets (assumed to have a greater amount of disposable income) could provide an increase in the demand for leisure and entertainment activities associated with the downtown area. In addition, it may be anticipated that housing growth in surrounding communities could likely result in increased demands for leisure and entertainment activities associated with the downtown area.

TABLE 4
POPULATION PROJECTIONS COMPARISON, 1990-2020

1990	Change		1995	Change		2000	Change		2005	Change		2010	Change		2015	Change		2020	Change		1990-2020	
	No.	%		No.	%		No.	%		No.	%		No.	%		No.	%		No.	%	No.	%
City of Ypsilanti																						
24,818	-1,172	-4.7	23,646	-521	-2.2	23,125	-630	-2.7	22,495	-378	-1.7	22,117	-190	-86	21,927	-157	-0.7	21,770	-3,048	-12.3		
Ypsilanti Township																						
45,335	2,329	5.1	47,664	1,021	2.1	48,685	1,347	2.8	50,032	1,697	3.4	51,729	2,229	4.3	53,958	2,086	3.9	56,044	10,709	23.6		
Washtenaw County																						
282,934	17,555	6.2	300,489	12,641	4.2	313,130	12,469	3.9	325,599	14,675	4.5	340,274	17,169	5.0	357,443	15,919	4.5	373,362	90,428	32.0		
SEMCOG Region 1																						
4,590,465	145,273	3.2	4,735,738	68,651	1.4	4,804,389	73,044	1.5	4,877,433	85,170	1.7	4,962,603	104,490	2.1	5,067,093	95,312	1.9	5,162,405	571,940	12.5		

SOURCE: U.S. Census & SEMCOG

Housing

Number of Dwellings

As may be surmised from the discussion above, Ypsilanti has experienced relatively modest housing growth over the past several years. Table 5 reveals that during the whole of the 1980s a total of 214 dwelling units were constructed (average of 21 dwellings per year) amounting to roughly a 2% increase in the total housing stock.

TABLE 5
CITY OF YPSILANTI
HOUSING RELATED DEMOGRAPHICS, 1990

SELECTED HOUSING CHARACTERISTICS				
Housing	1980	1990	Change	
			No.	%
Number of housing units	9107	9321	214	2.3
Percent owner-occupied*	36.10	39.17	3.07	7.8
Median value, owner-occupied	\$71,696	\$63,000	(\$8,696)	-13.8
Median rent, monthly	\$336	\$402	\$66	16.4

*Number of Owner-Occupied Units in 1990: 2,881.

SOURCE: SEMCOG "1990 Census Community Profiles for Southeast Michigan"

There have been even fewer units constructed (33, as shown on Table 6) during the first half of the current decade. When demolitions are subtracted this modest number of dwellings is further reduced to a net total of four dwelling units during the first half of the 1990s.

TABLE 6
CITY OF YPSILANTI
NEW CONSTRUCTION/DEMOLITIONS, 1991-1995

	Single-Family Detached	Two- Family	Multiple- Family	Gross Total	Demolitions	Net Total Units
1991	9	2	0	11	12	-1
1992	5	4	0	9	12	-3
1993	5	0	0	5	5	0
1994	3	0	0	3	0	3
1995	5	0	0	5	0	5
Totals '91-95	27	6	0	33	29	4

SOURCE: SEMCOG Annual Residential Construction Reports

Age of Housing

Nearly 97% of Ypsilanti's 9,326 dwelling units are 25 years old or older, while 60% of dwellings are 46 years old or older. Over 31% of units were built prior to 1929 (see Table 7). The advanced age of the Ypsilanti housing stock suggests that the community may wish to follow several courses of action simultaneously to assure availability of a safe, habitable supply of housing. Possible strategies include aggressive code enforcement programs and the active solicitation of residential developers to encourage construction of both market rate housing and subsidized housing for the elderly.

**TABLE 7
CITY OF YPSILANTI
AGE OF HOUSING, 1995**

Year Structure Built	Units	
	No.	%
1990 to 1995	5	0.1
1985 to 1989	162	.17
1980 to 1984	152	1.6
1970 to 1979	910	9.8
1960 to 1969	2493	26.7
1950 to 1959	1565	16.8
1940 to 1949	1102	11.8
1939 or earlier	2937	31.5
Total Housing Units	9326	100.0

SOURCE: 1990 Census & SEMCOG

Housing Conditions

Due to the age of the housing stock in the City, and the high occurrence of short-term rental units associated with a student housing market, maintaining good housing conditions in the City of Ypsilanti is a challenge in certain areas. Absentee landlords, or landlords unwilling to invest in upgrading properties beyond minimum code requirements can also exacerbate the negative appearance many rental units can have. According to the Building Inspection Division, there are 3,400 units located in structures containing three or more units, there are 437 duplexes, and 530

single family homes. Sixty percent of the complaints for property maintenance are generated from the structures with three or more units, and the remaining 40% from duplexes and single family homes.

With little developable land left in the City, it will be vital for the City to facilitate the improvement of the existing housing stock in order to preserve neighborhoods and retain residents.

Number of Bedrooms Per Dwelling

The majority of dwellings (51.3%) have two or three bedrooms; however, a significant proportion (39%) have fewer than two bedrooms (see Table 8). The remaining units have four, five, or more bedrooms. It is to be expected that the majority of a community's dwellings would be of the two and three bedroom type. The significant percentage of dwellings having fewer than two bedrooms, however, is characteristic of a community with a generous proportion of its stock devoted to the rental market. This situation, in the case of Ypsilanti, reflects the large student population generated by EMU, U of M, and other colleges located in the Ypsilanti/Ann Arbor area.

TABLE 8
CITY OF YPSILANTI
NUMBER OF BEDROOMS/DWELLING UNIT, 1990

Bedrooms	No.	%
No bedroom	698	7.5
One bedroom	2934	31.5
Two bedrooms	2701	29.0
Three bedrooms	2089	22.3
Four bedrooms	659	7.1
Five or more bedrooms	240	2.6
TOTAL	9321	100.0

SOURCE: 1990 Census

Housing Value

The majority of Ypsilanti's owner-occupied dwellings (85.7%) are valued at less than \$100,000, with nearly 30% valued at less than \$50,000 (see Table 9). A modest percentage of units (13.7%) fall within the \$100,000 to \$200,000 range. Less than 1% of dwellings have a value greater than

\$200,000. These housing values reflect the advanced age of a high proportion of Ypsilanti's dwelling units.

TABLE 9
CITY OF YPSILANTI
OWNER-OCCUPIED HOUSING VALUE, 1990

Value Ranges	No.	%
Less than \$50,000	711	28.8
\$50,000 to \$99,999	1406	56.9
\$100,000 to \$149,999	306	12.4
\$150,000 to \$199,999	31	1.3
\$200,000 to \$299,999	13	0.5
\$300,000 or more	2	0.1
Specified Owner-Occupied Dwelling Units	2469	100.0
Median (Dollars)	65,900	—

SOURCE: 1990 Census

Housing Costs/Owner and Rental Units

Data cited in Table 10 reveal that the owners of more than 82% of owner-occupied dwellings only need to allocate less than 30% of their total monthly income to the costs of financing and providing utilities and necessary maintenance to their homes. More than 75% of homeowners allocate less than 25% of monthly income to these expenses, while over 58% of owners set aside less than 20%. Approximately 17% of owners have monthly housing costs requiring more than 30% of their income. It is recommended that any given household not spend more than 30% of household income on housing.

TABLE 10
CITY OF YPSILANTI
OWNER-OCCUPIED HOUSING COSTS
AS A PERCENTAGE OF HOUSEHOLD INCOME, 1990

Owner-Occupied Dwelling Units		
Percentage Range	No.	%
Less than 20 percent	1549	58.3
20 to 24 percent	453	17.1
25 to 29 percent	185	7.0
30 to 34 percent	108	4.1
35 percent or more	337	12.7
Not computed	24	0.8
Specified Owner-Occupied Dwelling Units	2656	100.0

SOURCE: 1990 Census

As illustrated in Table 11, occupants of rental units appear to be nearly equally divided between those whose monthly housing costs are less than 30% (48%) and those whose costs exceed 30% (49.4%). Having this significant a minority with housing costs greater than 30% of income suggests high student occupancy as well as a possible preponderance of female single heads of household.

TABLE 11
CITY OF YPSILANTI
RENTER OCCUPIED HOUSING COSTS

Part 1: Gross Monthly Rent		
Renter-occupied Dwelling Units	No.	%
Less than \$200	540	9.6
\$200 to \$299	542	9.6
\$300 to \$499	2791	49.5
\$599 to \$749	1320	23.4
\$750 to \$999	329	5.8
\$1000 or more	106	1.9
No cash rent	14	0.2
Specified Renter-occupied Dwelling Units	5642	100.0
Part 2: Gross Monthly Rent as a Percentage of Household Income		
Renter-occupied Dwelling Units	No.	%
Less than 20 percent	1391	24.7
20 to 24 percent	652	11.6
25 to 29 percent	660	11.7
30 to 34 percent	410	7.3
35 percent or more	2382	42.1
Not computed	147	2.6
Specified Renter Occupied Dwelling Units	5642	100.0

SOURCE: 1990 Census

Economic Base

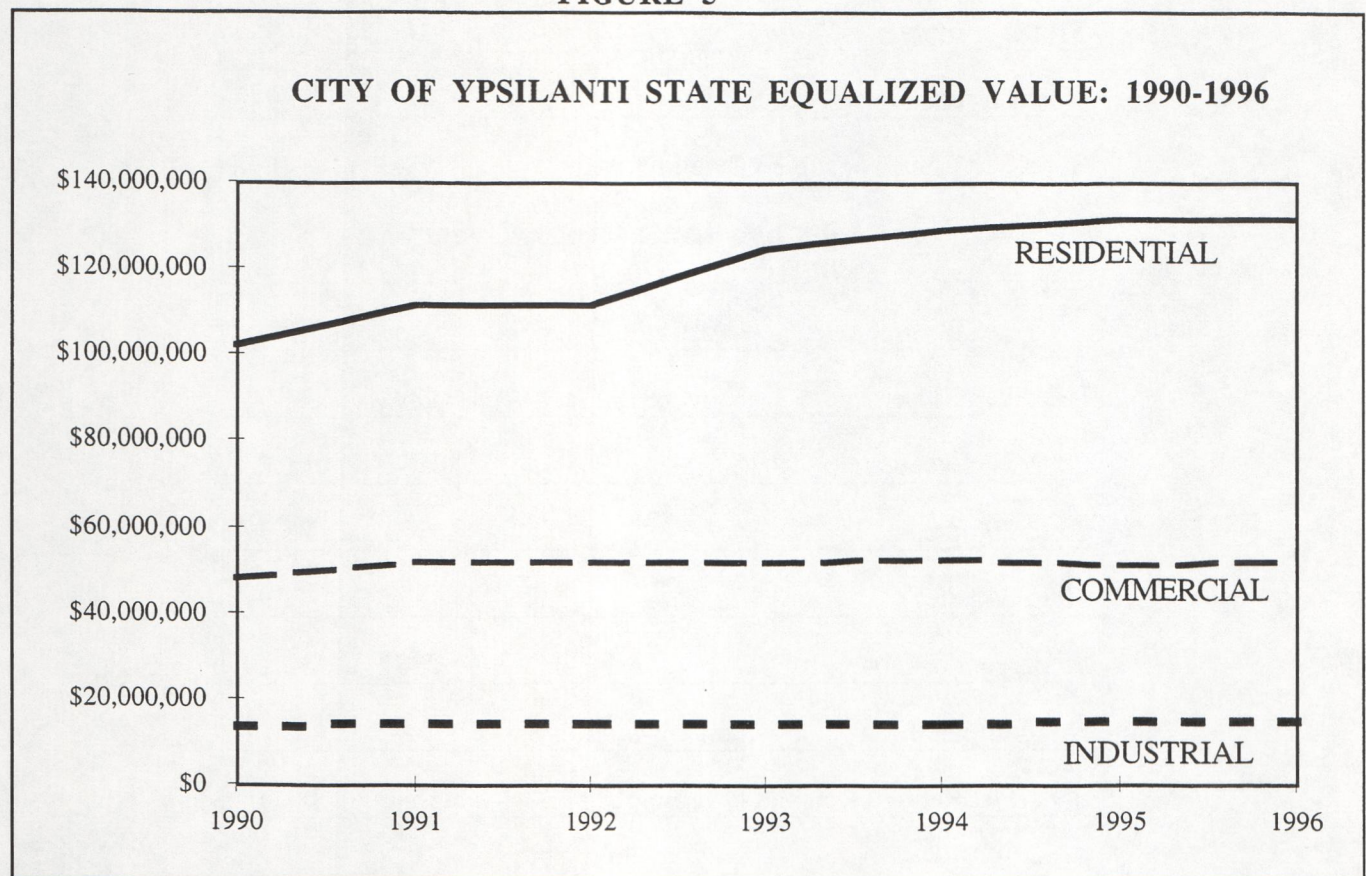
Regional Influences

As mentioned previously, the City of Ypsilanti is well positioned to benefit from economic growth. The following are regional influences which impact upon the City: proximity to job centers in both Detroit and its suburbs and Ann Arbor, research and educational opportunities of the University of Michigan and Eastern Michigan University, proximity of the Detroit Metropolitan and Willow Run airports, and auto industry operations such as the General Motors plant in Ypsilanti Township.

Tax Base

Figure 5 below depicts historical State Equalized Values (SEV) levels for commercial, industrial and residential properties.

FIGURE 5



SOURCE: City of Ypsilanti, Assessor's Office

Table 12 below contains yearly SEV data.

TABLE 12
CITY OF YPSILANTI STATE EQUALIZED VALUE
1990 TO 1996

Year	Residential	Commercial	Industrial	Total SEV
1990	\$102,287,900	\$48,125,870	\$13,810,700	\$164,224,470
1991	\$111,206,660	\$51,931,850	\$14,254,570	\$177,393,080
1992	\$111,311,710	\$51,435,970	\$14,448,100	\$177,195,780
1993	\$124,568,230	\$51,772,570	\$14,179,520	\$190,520,320
1994	\$129,095,700	\$52,117,900	\$14,165,600	\$195,379,200
1995	\$131,488,800	\$51,016,600	\$14,901,600	\$197,407,000
1996	\$131,172,253	\$51,405,998	\$15,118,931	\$197,697,182

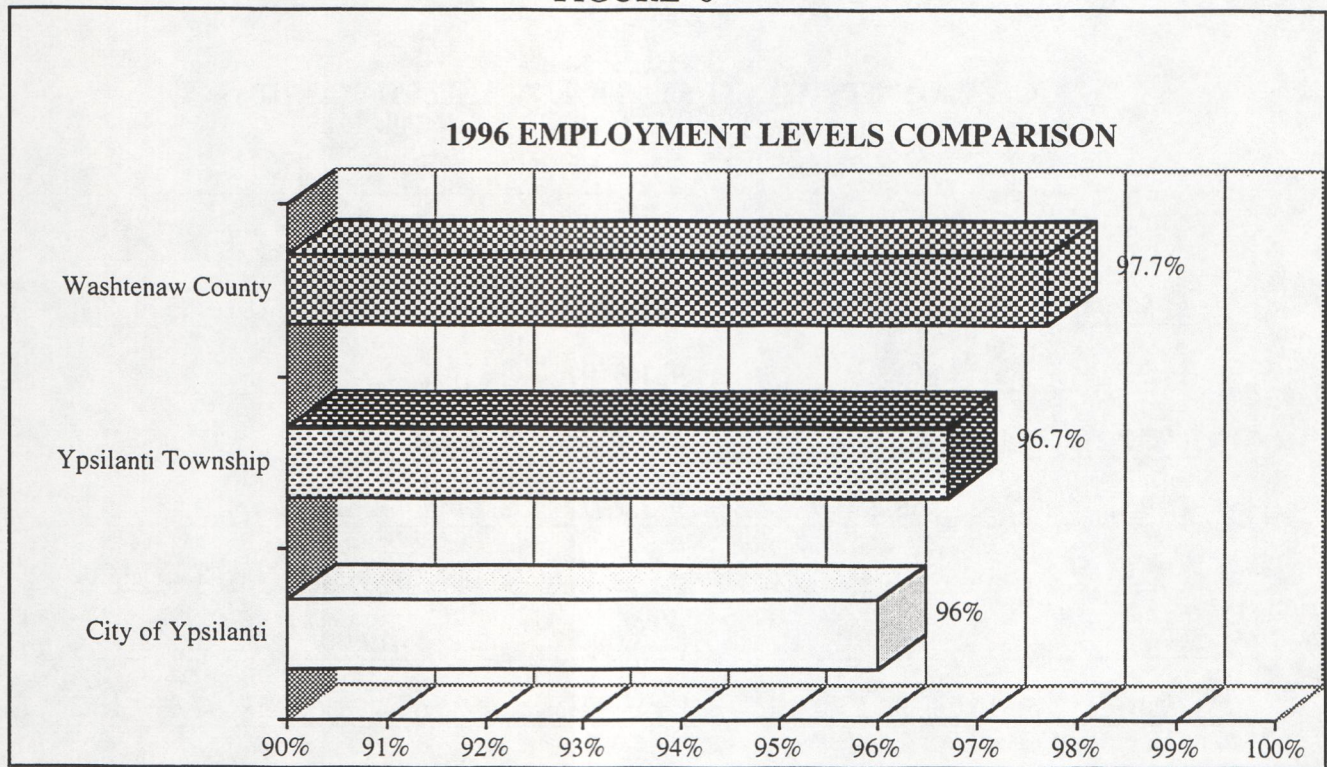
SOURCE: City of Ypsilanti, Assessors Office

One of the challenges facing the City is the lack of steady growth in SEV in any of above categories. Recently SEV levels have decreased from one year to the next, as opposed to increase. For example, the SEV of residential property decreased from 1995 to 1996, commercial SEV decreased from 1994 to 1995, and industrial SEV decreased from 1991 to 1992. The industrial SEV, however, has increased steadily from 1992 onward partly due to the development of the West Commerce Park and Ford Plant improvements. This has implications for the City in terms of its tax base and the future ability for the City to continue to provide the current level of services. Additionally, the amount of developing land in nearby townships, often which have lower tax rates than the City, will continue to attract residents away from the City. Retaining and promoting growth of the residential base in the City will be of utmost importance in order to counteract the out-migration trend.

Employment

Employment trends in the City of Ypsilanti reflect the overall health of the Michigan economy. Ypsilanti's employment rate is up significantly from 1990, when the unemployment rate was 7.5%. Figure 6 below depicts the employment rates for the City, Township, and County as of October, 1996. An employment level of 96% or higher is considered full employment. The City of Ypsilanti's current employment level is at 96.1%. This compares to Ypsilanti Township's employment level of 96.7%, and Washtenaw County at 97.7%.

FIGURE 6



SOURCE: Michigan Economic Securities Commission, 1996

The following table depicts employment data for the City of Ypsilanti, Township, and County.

**TABLE 13
EMPLOYMENT DATA**

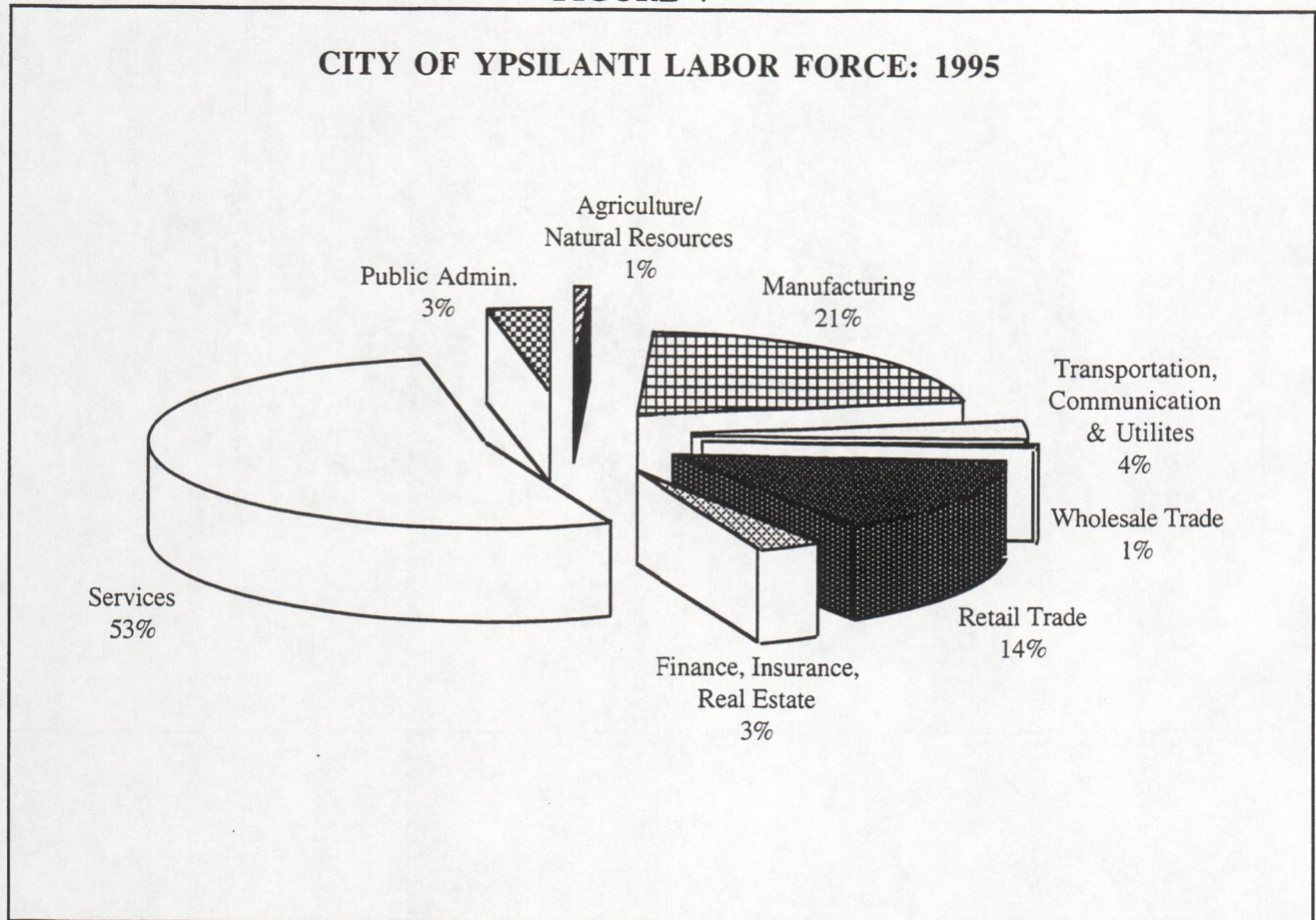
COMMUNITY	NUMBER IN LABOR FORCE	PERCENT IN LABOR FORCE	1990 UNEM- PLOYMENT	1996 UNEM- PLOYMENT
City of Ypsilanti	14,674	59%	7.5%	3.9%
Ypsilanti Twp.	25,750	57%	6.3%	3.3%
Washtenaw Cty.	161,529	57%	4.5%	2.3%

SOURCE: Michigan Economic Securities Commission and 1990 Census

Labor Force

The largest employment sector of City of Ypsilanti residents is services with 53% of the labor force. This is consistent with a regional trend of increasing numbers of workers in service related jobs. Manufacturing has 21.3% of the labor force, and retail trade is third 14.3%. Ypsilanti Township, in comparison, has 37.6% of the labor force in manufacturing. Although employment levels are high for the City, service related jobs tend to pay less than traditional manufacturing jobs. Figure 7 below depicts employment sectors for the City of Ypsilanti.

FIGURE 7

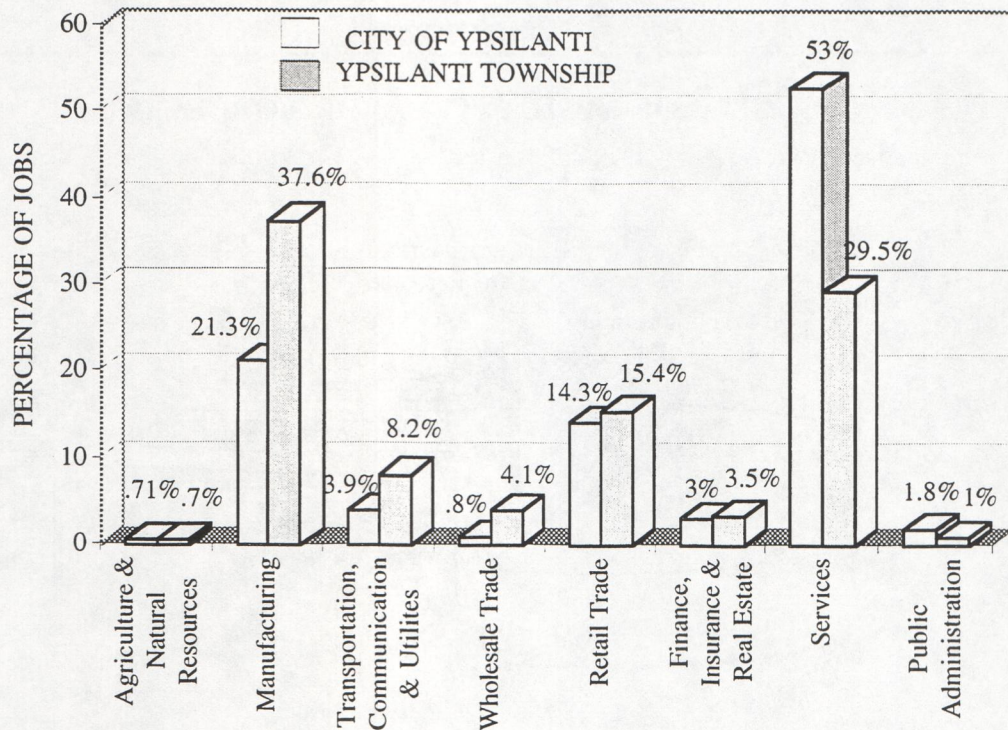


SOURCE: Michigan Economic Securities Commission, 1995

The following Figure 8 compares the job sectors for both the City of Ypsilanti and Ypsilanti Township.

FIGURE 8

**1995 LABOR FORCE COMPARISON:
CITY OF YPSILANTI AND YPSILANTI TOWNSHIP**



SOURCE: Michigan Economic Securities Commission, 1995

Employers

The following table lists the top 25 employers in Washtenaw County and the number of jobs at each place of employment. Shaded areas indicate the employer is located in the City of Ypsilanti.

TABLE 14
TOP 27 EMPLOYERS IN WASHTENAW COUNTY

Company Name	Location	Type of Business	No. of Employees
University of Michigan	Ann Arbor	University	11,118
University Health Systems	Ann Arbor	Hospital, Research	6742
Mission Health/St. Joseph	Superior Twp.	Hospital	3698
General Motors Corp.	Ypsilanti Twp.	Manufacturing	2900
Ford Motor Company	Saline	Manufacturing	2370
Eastern Michigan University	Ypsilanti	University	1991
Borders Inc.	Pittsfield Twp.	Book wholesaler	1300
Ford Motor Company	Ypsilanti	Auto parts	1200
Washtenaw County	Ann Arbor	County government	1200
American International Air.	Ypsilanti Twp.	Air freight	1035
Ann Arbor City	Ann Arbor	City government	951
Warner-Lambert/Park Davis	Ann Arbor	Pharmaceuticals	885
University Microfilms International	Scio Twp.	Microfilm & computer data base products	851
Zantop International Airlines	Ypsilanti Twp.	All cargo air carrier	800
ADP Network Services	Scio Twp.	Client data services	800
Dominos Pizza	Ann Arbor Twp.	Pizza prep. and dist.	650
Unibar Maintenance Services	Pittsfield Twp.	Custodial services	600
Chrysler Proving Grounds	Sylvan Twp.	Automobile testing	574
NSK Corporation	Pittsfield Twp.	Bearings	570
Gelman Sciences, Inc.	Scio Twp.	Biomedical devices	541
Johnson Controls	Manchester Twp.	Plastics machinery	530
Chelsea Community Hospital	Chelsea Village	Hospital	530
Oakwood Hospital	Ypsilanti	Hospital	500
First of America Bank	Ann Arbor	Banking	500
Pilot Plastics	Dexter	Plastic products	500
Society Bank Michigan	Ann Arbor	Banking	500

SOURCE: Washtenaw Economic Development Council, June 1996

The following table lists the top 21 employers in the Ypsilanti area which includes Pittsfield, Ypsilanti, and Superior Townships, and the City of Ypsilanti.

TABLE 15
TOP 21 EMPLOYERS IN YPSILANTI AREA

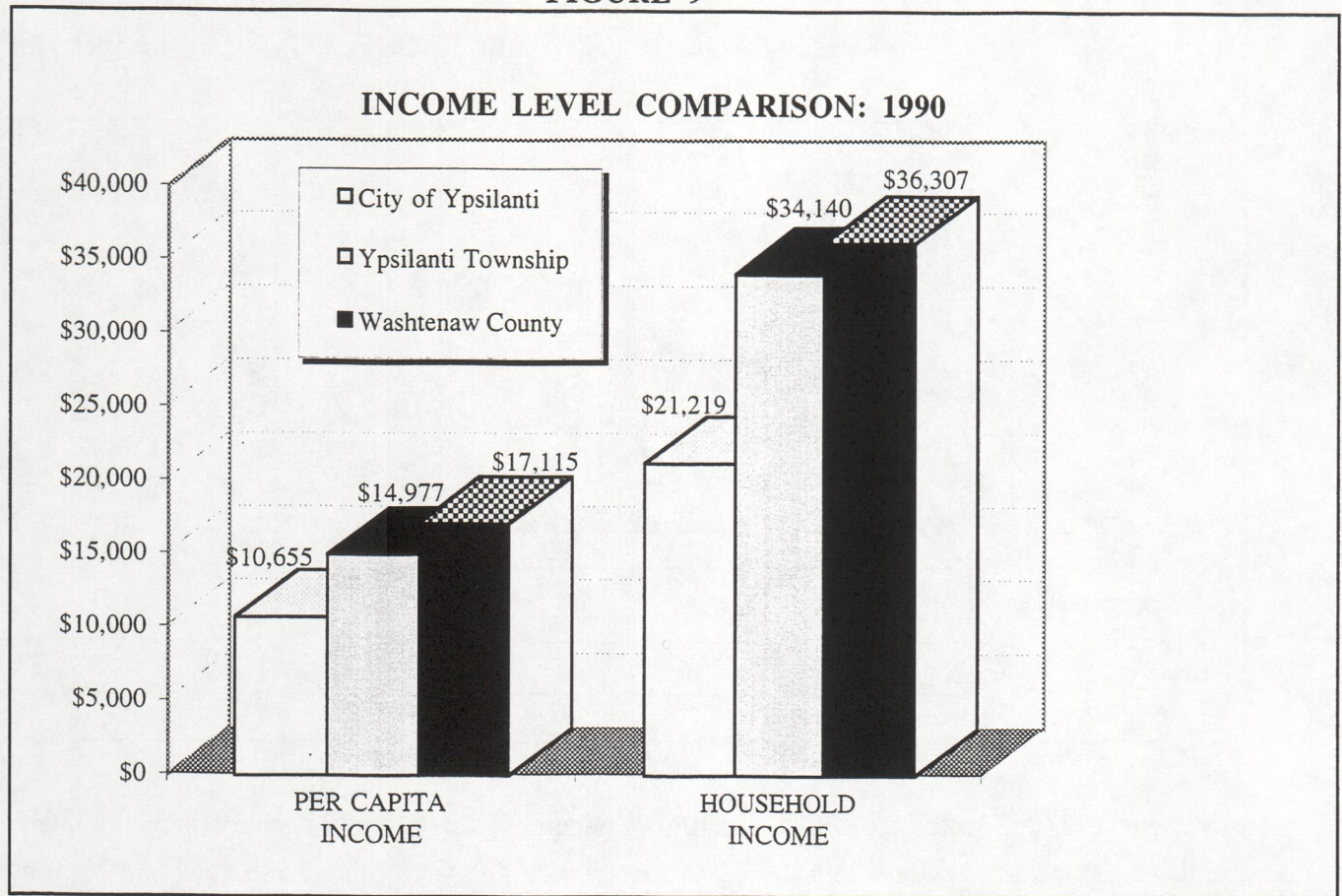
Company Name	Description	No. of Employees
Catherine McAuley	Health care	4840
General Motors Corp.	Auto transmissions	5950
Ford Motor Co.-Rawsonville	Alternators	2300
Eastern Michigan University	Education	1781
Ford Motor Co. - Ypsilanti	Auto parts	1200
American International Airways	Air freight	950
Beyer Hospital	Health care	500
GM Service Parts Operations	Auto parts warehouse	455
Spring Arbor Distributors	Religious books	300
Community Mental Health Rehab	Bench assembly	250
Willow Run Airport	Airport	230
Mascotech Precision Headed Products	Bolts, nuts, and screws	170
Engineered Plastic Products	Injection molding	156
City of Ypsilanti	City government	140
Econo-Park	Plastic bottles	135
Marsh Plating Company	Plating, polishing	120
Exemplar Manufacturing Company	Fasteners/Bolts	112
Ypsilanti Charter Township	Township government	104
James River Corporation	Fine writing paper	103
Webcraft Games, Inc.	Lottery tickets	100

SOURCE: Ypsilanti Chamber of Commerce Business Profile, July 1996

Income

Ypsilanti's per capita and household median incomes have decreased since 1980 (adjusted for inflation), and are lower than those in Ypsilanti Township and the County. The following Figure 9 depicts income data for the City, Township, and County. The predominance of service related jobs in the City likely impacts upon lower incomes due to low paying wages. Ypsilanti median per capita income is \$10,655, compared to \$14,977 in the Township, and \$17,115 in the County. Ypsilanti median per capita income is \$10,655, compared to \$14,977 in the Township, and \$17,115 in the County.

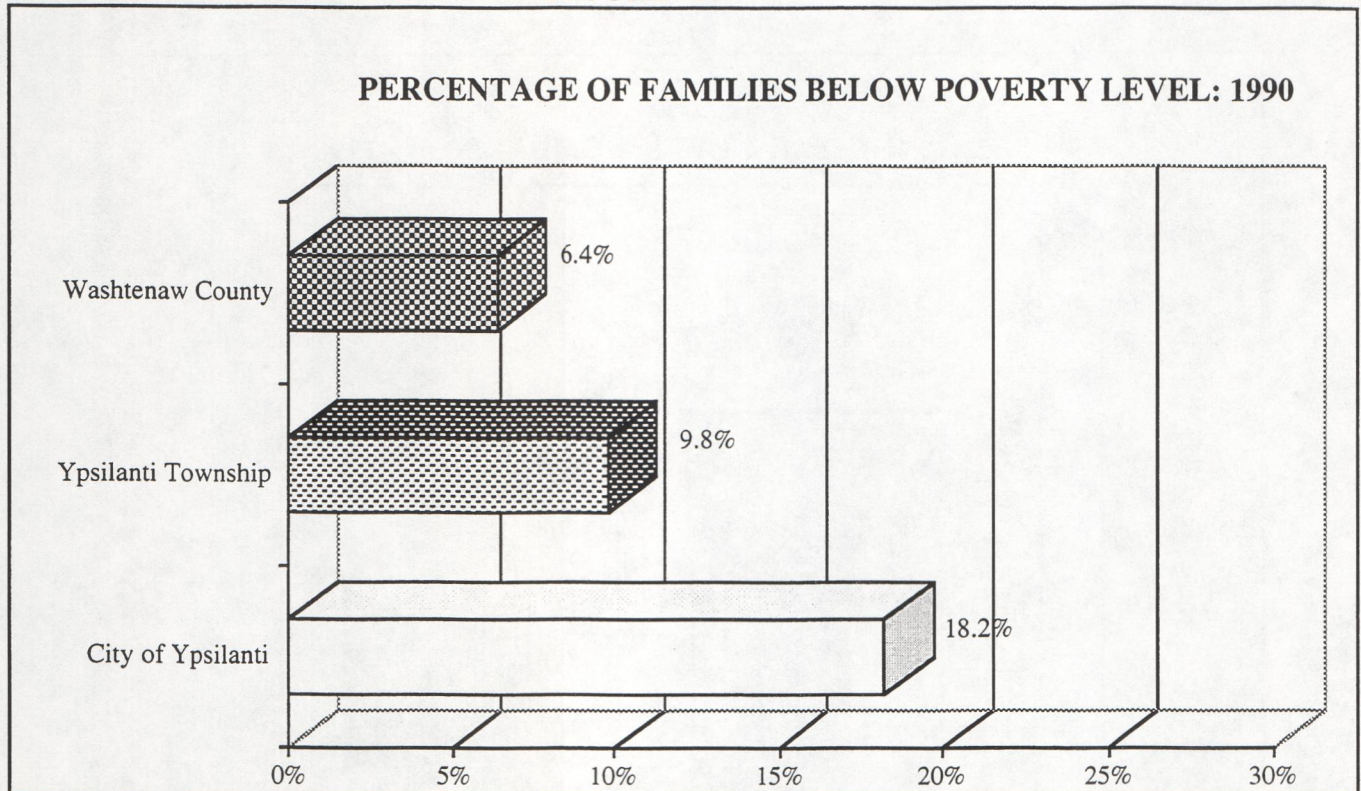
FIGURE 9



SOURCE: 1990 Census

Ypsilanti also has the highest number of families, 18.2%, whose income levels falls below poverty level. A summary of families below poverty level is depicted in Figure 10. This level compares with 9.8% for the Township, and 6.4% for the County. High poverty levels place a strain on public services and dwindling tax dollars.

FIGURE 10



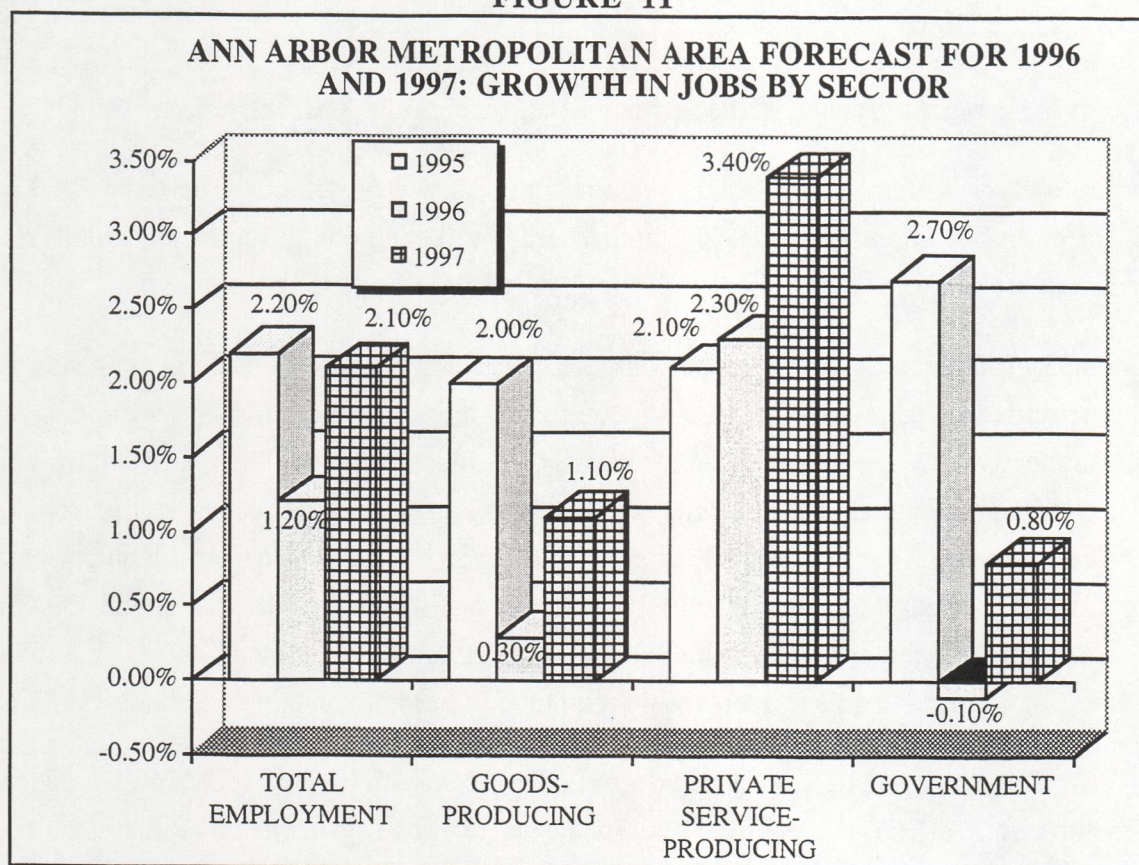
SOURCE: 1990 Census

Poverty level is defined by the US Census Bureau depending upon family size. For a one-person family, the poverty level threshold is \$6,310, for a two-person family the threshold is \$8,076, for a three-person family the threshold is \$9,885, and for a four-person family the threshold is \$12,674.

Economic Outlook

In 1996, the University of Michigan's Institute of Labor and Industrial Relations conducted an economic outlook study of the Ann Arbor metropolitan area for 1996 and 1997. The Ann Arbor metropolitan area includes all of Washtenaw, Lenawee, and Livingston Counties. The study projected a little over 1% employment growth for 1996, and a lightly stronger growth of just 2% for 1997. The reasons provided for the modest growth in 1996 was weakness in the following sectors: government, motor vehicles, and retail trade. The researchers stated part of the reason for weakness in the retail trade sector was possibly due to a shortage of workers. Employment growth in 1997 is projected to result from growth in the service industry such as computer programming, temporary services, and home health care services. Figure 11 below depicts job growth for 1995, and projected growth for 1996 and 1997.

FIGURE 11



SOURCE: U of M Institute of Labor and Industrial Relations, 1996

Community Facilities and Services

As a part of the formulation of the Master Plan, various City community facilities and services were investigated, including library, police, fire, and sanitary sewer and municipal water utilities. These four significant services are briefly discussed in the pages which follow. The master planning effort includes preparation of a separate recreation plan document designed to address requirements of the Recreation Services Division of the Michigan Department of Environmental Quality.

Police Services

The City of Ypsilanti Police Department's central office is located in the public safety complex on the south side of Michigan Avenue, at the Congress Street intersection at 505 W. Michigan Avenue. The Fire Department administrative offices and garage are also located on the same site in a structure west of the police building at 525 W. Michigan Avenue. This location, for all practical purposes, is the geographic center of the four and a half square mile Ypsilanti community.

The concrete block structure which houses central police services was constructed in 1959 and, thus, has been in operation for nearly 40 years. There have been no additions to the single-story, 8,500 square foot building since it was originally constructed.

During the past four decades, as community demographics changed, Police Department needs have shifted correspondingly. All modifications made to the interior of the building required to meet then current needs were done on a piecemeal basis at least possible cost. Thus, in 1996, the space available to accommodate all necessary functions (offices/administration, reception, interrogation, holding area, dispatch, etc.) is severely limited and cramped, as well as inefficient. Serious deterioration of major structural and mechanical components is also a concern. The built-up tarred roof is in need of replacement, as are both the heating plant and air handling systems. In addition, the 40-year-old wiring is unable to adequately accommodate currently available technology.

Among efforts to increase visibility in those areas of the City with potential for high incidence of crime, and to ensure efficient response to emergencies, the Police Department established six mini-station locations in addition to the central station in the public safety complex. Two of these stations are located Downtown north of Michigan Avenue. One station is adjacent the Eastern Michigan University (EMU) campus and another in "Depot Town." The two remaining stations are near relatively dense concentrations of housing in the southwesterly portion of the City.

As a result of the main station's central location, combined with the six mini-stations and the continuous, 24-hour patrol schedule maintained by the department, the average response time in reaction to nearly every call for crime and/or emergency assistance is approximately four minutes.

Current published national crime statistics reveal that the average number of police calls per 1,000 population is 0.53. The City of Ypsilanti index computed on the same basis is 0.98, approximately 85% greater than the national average. A major factor in explaining this higher police call rate is the significant numbers of students who reside in Ypsilanti much of each year. The U.S. Bureau of the Census reported that Ypsilanti had a 1990 population of 24,818. Projections of population from 1990 to 2020 by the Southeast Michigan Council of Governments, SEMCOG, estimate the 1995 Ypsilanti population at 23,646. The Eastern Michigan University (EMU) Office of Information Services indicated that the current (1996) student population is 23,500. Thus, it is readily apparent that for all practical purposes the number of EMU students taking classes during the academic year has a significant impact upon Ypsilanti's population. The majority of these students live off campus, either commuting from home or renting living quarters within comfortable walking distance from EMU. This student population itself is a potential generator of police calls.

Thus, the City of Ypsilanti Police Department's work load is substantially increased by this influx of students. However, the Police Department does have a cooperative agreement with EMU's security force. Both parties work in conjunction with one another when responding to calls and can provide back up. Furthermore, the EMU security officers are sworn in as City police officers and can enforce City ordinances off campus.

The City of Ypsilanti Police Department's current authorized personnel level is at 53; however, the actual number of officers presently available for duty is 45. Of this number, 13 are command officers. Current national standards suggest that a community should provide one to one-and-a-half officers per 1,000 population. Using these standards, Ypsilanti's current population of 24,818 requires a force of 31 officers; however, with the EMU student population entered into the equation, the number of officers required increases to 60.

The Police Department presently operates 12 patrol cars, with patrols on the road 24 hours every day. Each vehicle is equipped with a Mobile Data Terminal (MDT). This computer permits officers in the field immediate access not only to local data, but permits searches of state and federal information files as well. A video camera has been installed in one of the patrol vehicles, with others to be similarly outfitted as funds may become available. Thus, it is evident that the

department (within ever tightening budget constraints) seeks to utilize appropriate available technology to provide the Ypsilanti community the best possible police service.

An additional means of providing superior police service to the Ypsilanti community involves the department's membership in a Law Enforcement Mutual Aid Pact, comprised of local police departments, as well as state and federal law enforcement agencies. This alliance provides the department important benefits related to narcotics prevention, gang related crimes, etc.

Fire Department

There is a direct relationship between a fire department's location and its ability to perform, that is to respond expediently to incoming calls. The City of Ypsilanti Fire Department is a prime example of the successful fire department operation: rescue response times are generally under three minutes, while responses to fire calls average approximately four minutes. These response times are quite good when compared to general fire operations guidelines suggesting that the first truck should arrive at a rescue/fire site within five minutes.

The Fire Department's administrative offices and truck garage are located at 525 W. Michigan Avenue in the public safety complex on the south side of Michigan Avenue, at the Congress Street intersection. There are no auxiliary stations; all rescue and fire fighting operations emanate from this single location.

The single-story structure housing the Fire Department operations was erected in 1975. The concrete block building is divided into two distinct sections, administration and operations. The administrative portion embraces approximately 7,000 square feet, accommodating building department personnel as well as all Fire Department functions, including sleeping/cooking/eating areas.

The operational portion of the facility houses all fire-fighting equipment/apparatus and is equipped with five bays with overhead doors front and back, facilitating the efficient movement of the department's fire fighting vehicles. In general, the facility appears to function quite well, although there is an apparent need for additional storage area throughout.

The department maintains a stock of four major vehicles, including three engines and a 100-foot aerial truck, as well as other smaller vehicles and apparatus necessary to maintain the efficiency of operations.

The department has a staff of 23 full-time fire fighters. There is no part-time or volunteer staff. This component of 23 firefighters results in a fire fighter per 1,000 population index of .92, predicated upon a population of 24,818 as was reported in the 1990 U.S. Census. This index is approximately 26% lower than the national index of one to one-and-a-half fire fighters per 1,000 population. Based upon the national index, Ypsilanti should employ 31 fire fighters, or eight more than are currently on staff.

As a means of supplementing its own fire fighting capabilities, the Ypsilanti department maintains membership in the Washtenaw County Mutual Aid Pact. This alliance permits the community to avail itself of staff and equipment from other governmental jurisdictions during times of extreme emergency or unusual manpower needs.

Utilities

Municipal water and sanitary sewer services are essential components of an urbanized area's infrastructure. If these services are inadequate as a result of age, obsolescence, undersizing, etc., the public health may be jeopardized. System inadequacies may also serve to limit additional growth and development of tax base producing industries and commercial enterprises.

The Ypsilanti Community Utilities Authority (YCUA) originated from an alliance between the City of Ypsilanti and Ypsilanti Township. YCUA was formed to function as an umbrella utilities agency/administrator of water and sanitary sewer utility functions for the two units of government. The Authority is governed by a five-member Commission, comprised of two City of Ypsilanti and three Ypsilanti Township representatives. Day-to-day operations are overseen by the YCUA director, with the Board of Directors responsible for establishing policy and for approving bonding requests and proposed rate changes. The authority has entered into agreements to provide both sanitary sewer and water service to Augusta, Pittsfield, and Superior Townships in Washtenaw County. Another agreement, involving provision of sanitary sewer services only, was ratified between Sumpter Township and the Western Wayne County Township Utilities Authority (WTUA), a consortium of Western Wayne County communities, including Canton, Plymouth, and Northville Townships.

The YCUA Wastewater Treatment Facility began operating in 1982 at its site on Rawsonville Road, north of I-94. The plant, constructed at a cost of \$70 million, provides on-site tertiary treatment, discharging into the Rouge River, some five miles distant. It is estimated that of incoming effluent flow, approximately 30% emanates from the City of Ypsilanti, with the remainder issuing from the Townships. The wastewater treatment facility is designed to accommodate 29 million gallons of effluent per day. At the present time, only 19 million gallons

of this capacity is utilized. Thus, approximately 34% of plant capacity remains available for new development anticipated to occur throughout the constituent communities.

It has been suggested that the majority of the sanitary sewer facilities in the City of Ypsilanti's system may be considered adequate at the present time, although it is estimated that portions of the system date to the early 1900s. This is not to imply the system is without problems or that disruptions of service need not be anticipated. Such occurrences may be expected in the operation of systems less aged than Ypsilanti's.

Within the past two years operations at both the Ypsilanti City and Ypsilanti Township water treatment plants were shut down and all YCUA participating communities were connected to the Detroit water system under the auspices of YCUA. Approximately \$2.5 Million to \$3 Million was expended for Ypsilanti's connection to the Detroit system. Also during this same period, the engineering firm of Orchard, Hiltz, McCliment, the YCUA, engineering consultant, prepared a study of the City water system. This study documented a need of \$7 million in improvements to the water system, including replacement and increased sizing of segments of the existing system to maintain adequate flow for fire fighting purposes. For the most part this connection has been carried out.

Both the Catherine Street Water Treatment Plant and the Grove Street Wastewater Treatment Plant are slated for demolition within the next year. This provides opportunities for the City to consider either redevelopment for parkland or some other use for both of these sites.

Library Services

In 1983 the City of Ypsilanti and Ypsilanti Township jointly sought to provide library services to their constituents under an agreement resulting in creation of the Ypsilanti District Library (YDL). Since the inception of the YDL, contract library services have been extended to both Superior and Augusta Townships. As a result, the YDL currently serves a constituent population of nearly 80,000.

The Library has occupied its present quarters at the southeast corner of West Michigan Avenue and Adams Street for 33 years. This building was erected in 1915 and served as the Ypsilanti Post Office until subsequently occupied by the library. The single story building is constructed of granite in an architectural style readily suggesting its original federal governmental function and which has been utilized in construction of buildings housing federal functions in many communities across Michigan and elsewhere in the nation. The original structure embraces approximately 5,600 square feet of first floor area, plus a full basement. All of the first floor is

employed to store library materials and/or serve patrons. A brick addition (700 square feet $\pm$) was added at the rear of the building in the mid-1950s to house professional and administrative offices. Approximately 3,000 square feet of the basement houses a youth room, outreach services, and Washtenaw Literacy, as well as storage. In addition to the central library, the YDL currently maintains two branch libraries, one at Hewitt and Ellsworth Roads, the other at Ecorse and East Michigan. The Hewitt/Ellsworth Branch will discontinue operations in December, 1996, as a result of funding limitations. These two branches have a combined floor area of roughly 5,000 square feet.

In 1996 the YDL adopted a Strategic Plan/1996-2000 which focused upon: increasing library use; insuring a varied and quality collection of materials, engaging in partnerships of mutual benefit (local community agencies, organizations, businesses, schools and churches); solidifying cooperative working relationships with related political entities; designing YDL's facility/technological future; and insuring YDL's financial future. The YDL is evaluating alternative site locations including the previous high school building, the existing Downtown branch, and a location in Ypsilanti Township in an effort to best serve the Ypsilanti area residents.

Schools

The Ypsilanti School District serves the entire City of Ypsilanti and portions of Superior and Ypsilanti Townships. There are eight elementary schools, two middle schools, and one high school. Total enrollment is approximately 4,800 students with a student/teacher ratio of 16.5 to 1. The School District recently passed a \$60 million dollar bond to fund repairs on existing buildings and to build additions. The District is trying to sell two vacant buildings, the Ypsilanti Community Center located at 210 W. Cross Street, that is currently vacant and being used for storage, and the former Kingston Center, located at 304 W. Forest Street. Proposals for the Community Center includes a senior housing project or selling to the YDL. The current proposal for the Kingston Center is for a private Catholic school. The Ypsilanti Public Schools, Willow Run Community Schools, and Lincoln Consolidated Schools all participated in vocational and career oriented programming at the Regional Career and Technical Center where programs are available to high school students and adults.

Natural Features

The natural features within the City of Ypsilanti include woodlands, wetland areas, and groundwater recharge areas. These have been illustrated on Map 1. The woodlands include those areas which are covered with trees and rich ground cover flora. They also provide ideal environments for wildlife habitat. Wetlands are areas which have water at least part of the time, have hydric soils and vegetative species native to wet conditions. Groundwater recharge areas include lands with subsurface conditions which readily permits water to move into an aquifer.

All three categories shown represent areas two-and-a-half acres or larger. The data was obtained from both Michigan Resource Information System and the Washtenaw County Planning Department Fragile Lands inventory. The majority of these features occur around the perimeter of the City.

Larger woodlands are associated with the Huron River basin in the northern portion of the City. Another significant woodland is located west of the South Mansfield Avenue area. However, a majority of this woodland is located within Ypsilanti Township. Another smaller woodland is located just east of this area and is entirely within the City limits.

Wetland areas are found associated with the Paint Creek in the South Mansfield Avenue area and west of the Highland Cemetery along the Huron River basin. The latter overlaps the woodlands designation and is also within the floodplain area shown on Map 2. There is also a small wetland area in the northwest portion of the City.

There are two groundwater recharge areas within the City boundaries. The larger of these occurs east of the Huron River around the River Street and Michigan Avenue area. The other is located in the southern portion of the West Commerce Park area and spreads west into Ypsilanti Township.

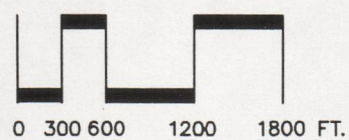
Floodplain

The floodplain areas throughout the City are associated with both the Huron River and Paint Creek. The flood plains are illustrated on Map 2 and have been created from the data available on the September 1982 Federal Emergency Management Agency (FEMA) map. Map 2 represents only those areas identified within the 100-year flood boundary. These boundaries are approximate only and do not necessarily show all areas within the City that may be subject to flooding. Development or redevelopment with the floodplain must be done in a sensitive manner.

Legend

-  GROUNDWATER RECHARGE AREA
-  WETLAND AREAS
-  WOODLANDS

Map 1 NATURAL FEATURES CITY OF YPSILANTI MASTER PLAN



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Community Planners - Landscape Architects
Ann Arbor, Michigan



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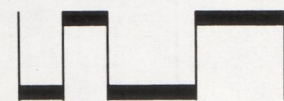
Legend



100 YEAR FLOODPLAIN AREA
PER FEMA MAP

Map 2

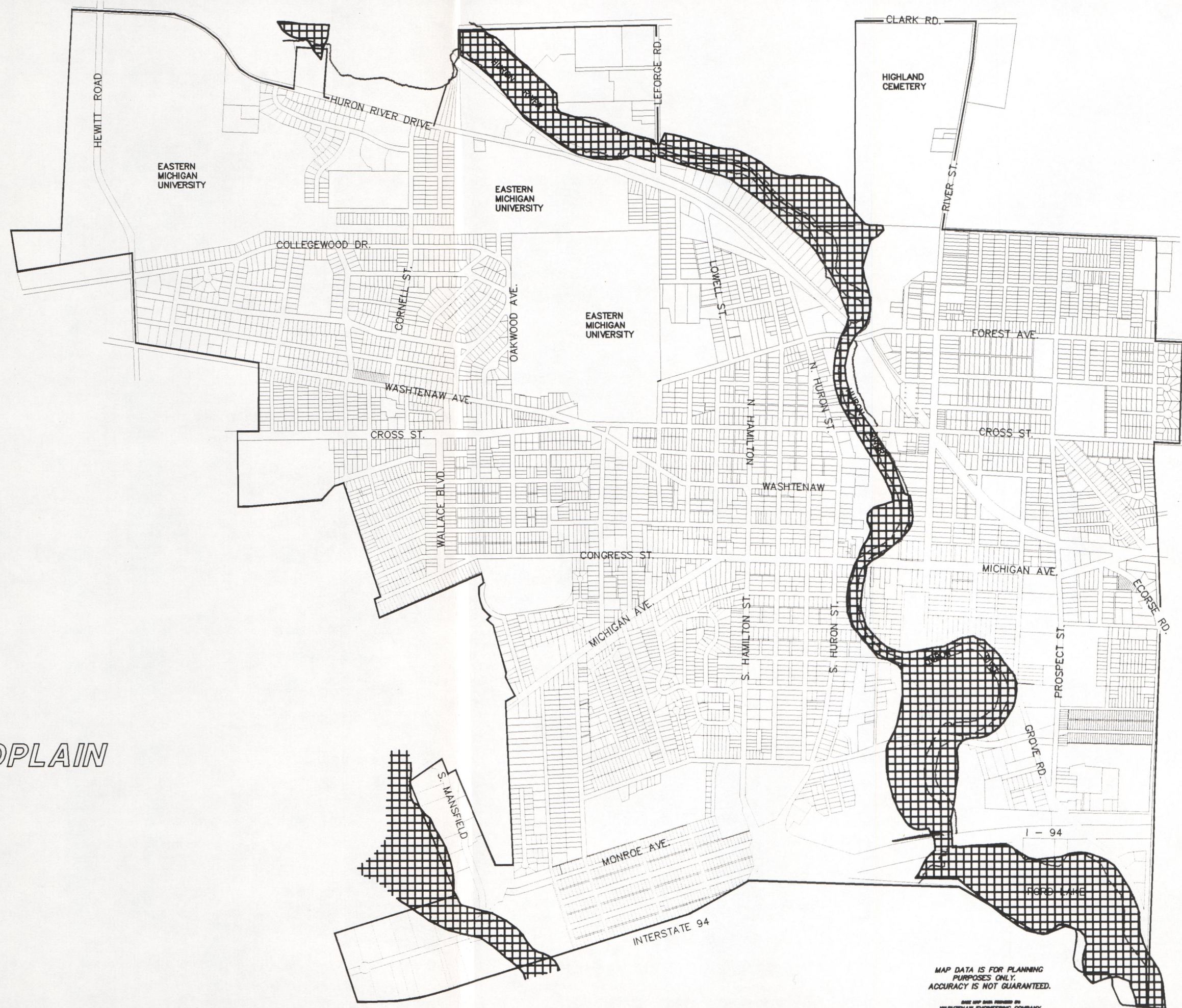
100 YEAR FLOODPLAIN CITY OF YPSILANTI MASTER PLAN



0 300 600 1200 1800 FT.



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Transportation

Roadways

The City of Ypsilanti has the benefit of being located amidst an extensive roadway network. Two major transportation routes are located minutes from the City: I-94 for east/west access, and US-23 for north/south access. In addition, both Washtenaw Avenue, or Business Route 23, and Michigan Avenue, or Business Route 12, run east and west into and through the heart of downtown.

The downtown area is characterized by a traditional grid pattern of roads. This pattern fosters a traditional downtown character which allows for both pedestrian and vehicular traffic. However, the excessive width of Michigan Avenue as it runs through downtown detracts from this downtown character. Furthermore, several streets have been converted to one-way travel which also allows increased speeds in traffic and detracts from a pedestrian oriented downtown.

The following table and Map 3 exhibit the functional classification of roadways according to the Michigan Department of Transportation (MDOT) in the City. Some roads are listed more than once which indicates portions of the road have different classifications.

TABLE 16
FUNCTIONAL CLASSIFICATION FOR YPSILANTI ROADWAYS

Principal Arterials	Minor Arterials	Urban Collectors
Washtenaw Avenue	Huron River Drive	Congress
Michigan Avenue	Packard	Mansfield
Hamilton	Forest	Cornell
Huron	Prospect	Summit
Cross	Grove	River
	Ecorse	Cross
	Lowell	Adams
	College Place	First
		Ecorse

SOURCE: Michigan Department of Transportation

Traffic Volumes

The following table depicts annual average daily traffic volumes (AADT) which are estimates based upon counts taken at certain locations. The volumes shown reflect that of a specified roadway segment. The traffic volumes listed are based upon Transportation System Monitoring which is SEMCOG's data collection and analysis process.

TABLE 17
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
1993-1994

Roadway	From	To	AADT Traffic Volume
Congress	Summit	Michigan Ave.	5054
	Mansfield	M-17	5054
Cornell	M-17	Huron River Drive	3648
Cross	Prospect	River	5104
	River	N. US 12	8082
	N. US 12	Hamilton	12,900
	Hamilton	Forest	12,900
Factory	Forest	Packard	17,200
	Spring	Grove	16,701
	Grove	Prospect	16,701
First	Michigan Ave.	Spring	3341
Forest	Prospect	River	6693
	River	Huron River Drive	6693
	Huron River Drive	Hamilton	5443
	Lowell	Hamilton	4818
	Lowell	Cross	4188
Grove	Prospect	Factory	4288
	Factory	Michigan	2970
Hamilton	Cross	Washtenaw	7000
	Cross	Forest	4667
Hewitt	Huron River Drive	NA	12,675
Huron River Drive	N. US 12	Forest	5352
	Forest	Lowell	5352
	Lowell	LeForge	14,250
	LeForge	Cornell	14,250
LeForge	Cornell	Superior	14,250
	Clark	Huron River Drive	6748
Lowell	Huron River Drive	Forest	4579
M-17	Summit	Washtenaw	13,383
	Packard	Summit	13,383
	Packard	Cornell	25,002
	Mansfield	Cornell	23,298
	Hewitt	Mansfield	22,446
Mansfield	Michigan Ave.	Maus	11,627
	Packard	M-17	2506
Maus	M-17	Prospect	2908
Michigan Avenue	Prospect	M-17	19,085
	Grove	Prospect	18,135

	Summit	Congress	12,419
	First	Summit	12,303
North US 12	Washtenaw	Huron River Drive	24,026
	Michigan Ave.	Spring	24,026
Packard/Cross	Hewitt	Mansfield	9716
	Mansfield	M-17	7281
Prospect	Maus	Grove	6257
	Maus	Michigan	7030
	Cross	Michigan	7068
	Cross	Forest	4320
	Forest	Holmes	5177
River	Forest	Cross	1602
South US 12	Spring	Michigan	23,660
	Washtenaw	Michigan	29,587
Spring	First	S. US 12	4451
	N. US 12	Factory	4451
Summit	Congress	M-17	2066
	Michigan	Congress	2066
W. I-94 Entrance at N. Huron	N. US 12	W. I-94 Fwy.	6000
W. I-94 Freeway	W. I-94 Exit at Huron	W. I-94 Ent. at Huron	35,500
Washtenaw Ave.	N. US 12	S. US 12	10,500

SOURCE: SEMCOG "1993-1994 Traffic Count History Report, August 1, 1996"

The following table depicts traffic counts which were taken between the years 1991 and 1996 for Washtenaw County. The counts are published by UATS, the Ann Arbor-Ypsilanti Urban Area Transportation Study. Included are counts conducted by the State of Michigan for roadways in MDOT's (Michigan Department of Transportation) jurisdiction. The numbers represent the 2-way totals for each roadway.

TABLE 18
TRAFFIC COUNTS FROM UATS
1991-1996

Roadway	Location	Total Count
Congress	West of Michigan Avenue	3,561
Cornell	North of Collegewood	4,425
Cross	East of River	6,191
	West of River	8,540
	West of Wallace	9,794
Emerick	North of Tyler	1,411
Forest	West of Ballard	3,870
	West of River	6,185
Grove	North of Spring	4,262
Hamilton	South of Forest	5,930
Harriet	West of Burton	5,706
Hawkins	South of Michigan Avenue	2,323
Holmes	Between River and Prospect	1,333
Huron	South of Cross	18,664
	South of Ferris	14,503
	North of Forest	7,199
	North of Harriet	10,604
	South of Harriet	16,099
	Between Jarvis and Forest	7,262
	N. of Marriot Hotel Drive	23,673
	North of Michigan	16,774
	South of Michigan	12,072
Huron River Drive	North of Forest	7,354
LeForge	N. of Huron River Drive	8,651
Lowell	Bet. H.R.Drive and St. John	5,177
Mansfield	South of Cross	3,419
	North of Washtenaw	2,267
	South of Washtenaw	2,676
Maus	East of Prospect	3,967
Michigan	Southwest of Congress	15,653
	East of Ellsworth	22,414
	East of Hewitt	13,062
	East of Warner	8,190
Packard	Between Golfside and Rice	9,137
	East of Hewitt	11,368
Prospect	South of Clark	6,550
	North of Cross	8,746
	North of Davis	8,235
	South of Maus	12,630
	North of Gordon	8,231
	North of Locust	7,860
	North of Michigan Avenue	8,572
	South of Michigan Avenue	8,526
	South of Spring	10,845
River	North of Cross	4,296
	North of Holmes	2,767
	North of Michigan	4,760
	North of North	4,513

Spring	Between Casler and Catherine	16,422
	West of Grove	21,062
Summit	North of Pearl	2,769
Washtenaw	West of Washington	3,865
*Cross/M-17	Between Ballard & Hamilton	12,458
	West of Summit	18,002
*Hamilton/M-17	N. of Michigan Ave./US12	17,306
*Hamilton/US12-BR	South of Ferris	13,421
	North of Harriet	14,992
	S. of Michigan Ave./US12	12,468
*Huron/I94/US23-BR	W. of Washtenaw/Huron	21,913
*Huron/M-17	N. of Michigan Avenue	15,759
*Huron/US-12 BR	South of Ferris	11,819
	S. of Harriet and Spring	15,852
*Mich. Ave./US-12	E. of Hamilton/M-17	26,802
	W. of Hamilton/M-17	19,599
	E. of Huron/M-17	33,536
*Mich. Ave./US12/M17	E. of Hamilton/M-17	24,363
	E. of Huron/M-17	31,219
	East of Prospect	31,513
	East of River	33,911
	East of Washington	27,652
	West of Washington	26,590
*Washtenaw/M-17	Northwest of Mansfield	29,661
	Southeast of Mansfield	29,793

*Indicates traffic counts were conducted by MDOT

SOURCE: "Washtenaw County Traffic Counts, 1996", Ann Arbor-Ypsilanti Urban Area Transportation Study (UATS)

Roadway capacities should be closely monitored, for example, capacities for five-lane roads is generally 25,000-30,000 cars a day (Michigan Society of Planning Officials "Managing Traffic in Your Community"). The traffic volumes shown above reveal that Michigan Avenue is over this capacity.

Accident Data

The UATS has compiled intersection crash data for Washtenaw County. The data reflect accident occurrences from 1991 through 1994. The City of Ypsilanti had several intersections ranked in the top 25 for total crash rates in the County both for signalized and stop-controlled intersections. The following tables list those intersections which fell within the top 25 intersections in the County in terms of crashes. Ranking is based on a combined rank value which factors both crash frequency (number of total crashes), and crash rate (which factors in traffic volumes). The total number of crashes is also depicted.

TABLE 19
CITY OF YPSILANTI SIGNALIZED INTERSECTIONS
Rank Within Top 25 Intersections in Washtenaw County for Crashes

Signalized Intersection	Rank within Top 25	1991-1994 Total Crashes
Michigan Avenue at Hamilton	# 1	148
Washtenaw Avenue at Hewitt	# 9	142
Michigan Avenue at Huron	# 13	124
Huron at Harriet	# 18	68
Ballard at Cross	# 23	56

SOURCE: UATS "Washtenaw County Intersection Crash Analysis Report, 1991-1994"

The following table depicts crash rates at stop-controlled intersections, which means intersections with stop signs as opposed to signals.

TABLE 20
CITY OF YPSILANTI STOP-CONTROLLED INTERSECTIONS
Rank Within Top 25 Intersections in Washtenaw County for Crashes

Stop-Controlled Intersection	Rank within Top 25	1991-1994 Total Crashes
Washtenaw at Hamilton	# 7	41
Huron at Cross	# 8	42
Grove at Prospect	# 9	25
Michigan at Grove	# 24	49
River at Forest	# 23	19

SOURCE: UATS "Washtenaw County Intersection Crash Analysis Report, 1991-1994"

It is notable that the top ranked intersection for crashes in Washtenaw County is located in the City of Ypsilanti, especially considering the relative number of people located in the City as compared to the County as a whole.

Public Transit

The City of Ypsilanti has a purchase of service agreement with the Ann Arbor Transportation Authority (AATA) to provide service both to the City from Ann Arbor, and within the City of Ypsilanti. Four routes traverse between Ann Arbor and Ypsilanti, and all terminate at the Transit Center at Pearl and Adams in downtown Ypsilanti. These routes operate seven days a week, but hours are limited on Sundays. There are four local Ypsilanti routes as well which serve the local population. The AATA also provides the A-Ride for Ypsilanti residents. This is a call ahead program which offers door-to-door service for people with disabilities.

Eastern Michigan University also contracts with the AATA to provide transit for students. The University pays the AATA which allows Eastern students to ride for free on the busses. These busses run two times daily, and one time in the evening. AATA also provides a shuttle between campus and the College of Business. Parking is provided by the stadium.

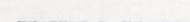
Downtown Parking

The downtown area has five different parking lots.

- Washington Street lot - located at Washington and Pearl Streets and has approximately 62 permit parking spaces.
- South Huron lot - located at S. Huron, Ferris and Washington streets has approximately 15 free one-hour customer parking spaces, 52 two-hour spaces, and 54 ten-hour limit spaces
- North Huron lot - located north of Michigan Avenue at North Huron Street and has 15 free one-hour customer spaces, and 53 two-hour spaces.
- Adams Street lot - located on North Adams street north of Michigan Avenue has nine free one-hour customer spaces and 62 paid one-hour spaces.

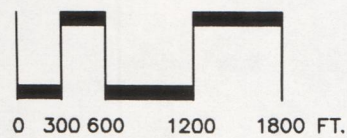
There is on street parking located in the downtown area as well, and a residential parking permit is available to downtown residents who live in units with no parking provided. Permits are available for \$10 a month for a four to twelve month period.

Legend

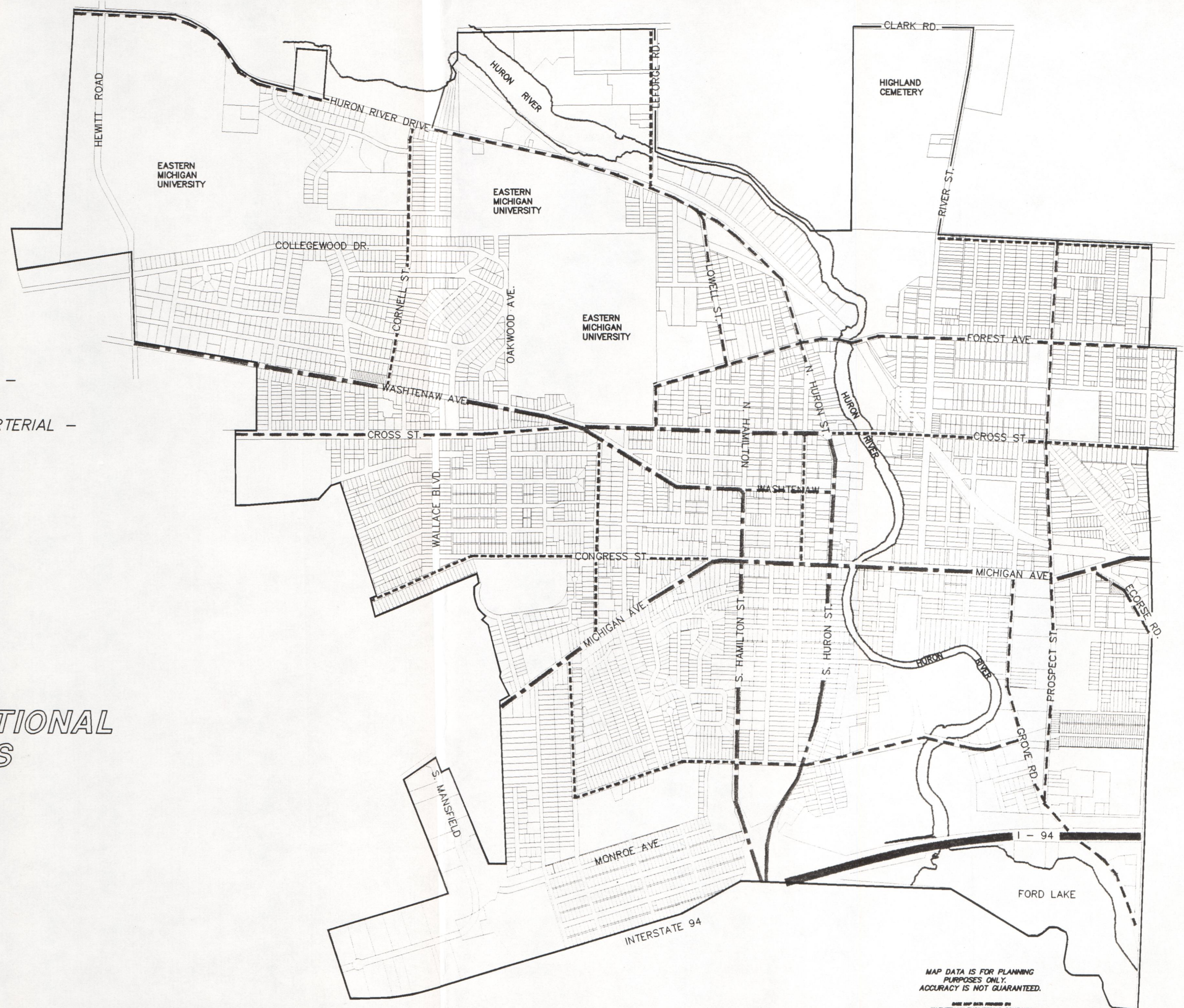
-  PRINCIPAL ARTERIAL - INTERSTATE
-  OTHER PRINCIPAL ARTERIAL - NON-INTERSTATE
-  MINOR ARTERIAL
-  URBAN ARTERIAL

Map 3

ROADWAY FUNCTIONAL CLASSIFICATIONS CITY OF YPSILANTI MASTER PLAN



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Land Use

Existing land use in the City of Ypsilanti has remained relatively stable. The land use pattern is typical for a City of its size and age with the older commercial core in the downtown, with surrounding older residential neighborhoods, and newer neighborhoods at the periphery. Commercial uses predominate along the major roadways, and industrial uses are generally located south of the City in proximity to I-94, or in other scattered areas along the river and railroad. The following table depicts the most recent land use acreages available compiled by SEMCOG from 1990.

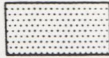
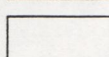
TABLE 21
CITY OF YPSILANTI LAND USE ACREAGES IN 1990

Land Use	Acres	Percent
Single Family Residential	1,171	42.0%
Multiple Family Residential	109	3.9%
Commercial and Office	238	8.5%
Institutional	509	18.2%
Industrial	185	6.6%
Transportation, Communications, Utilities	84	3.0%
Cultivated Land	1	0%
Woodlands, wetlands, shrub, grasslands	444	15.9%
Water	54	1.9%

SOURCE: SEMCOG Community Profile, 1990

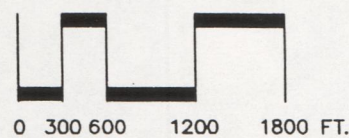
In conjunction with analysis of aerial photographs, a land use inventory was conducted in fall of 1996 in order to develop the Existing Land Use Map shown on the following page. (Map 4)

LEGEND

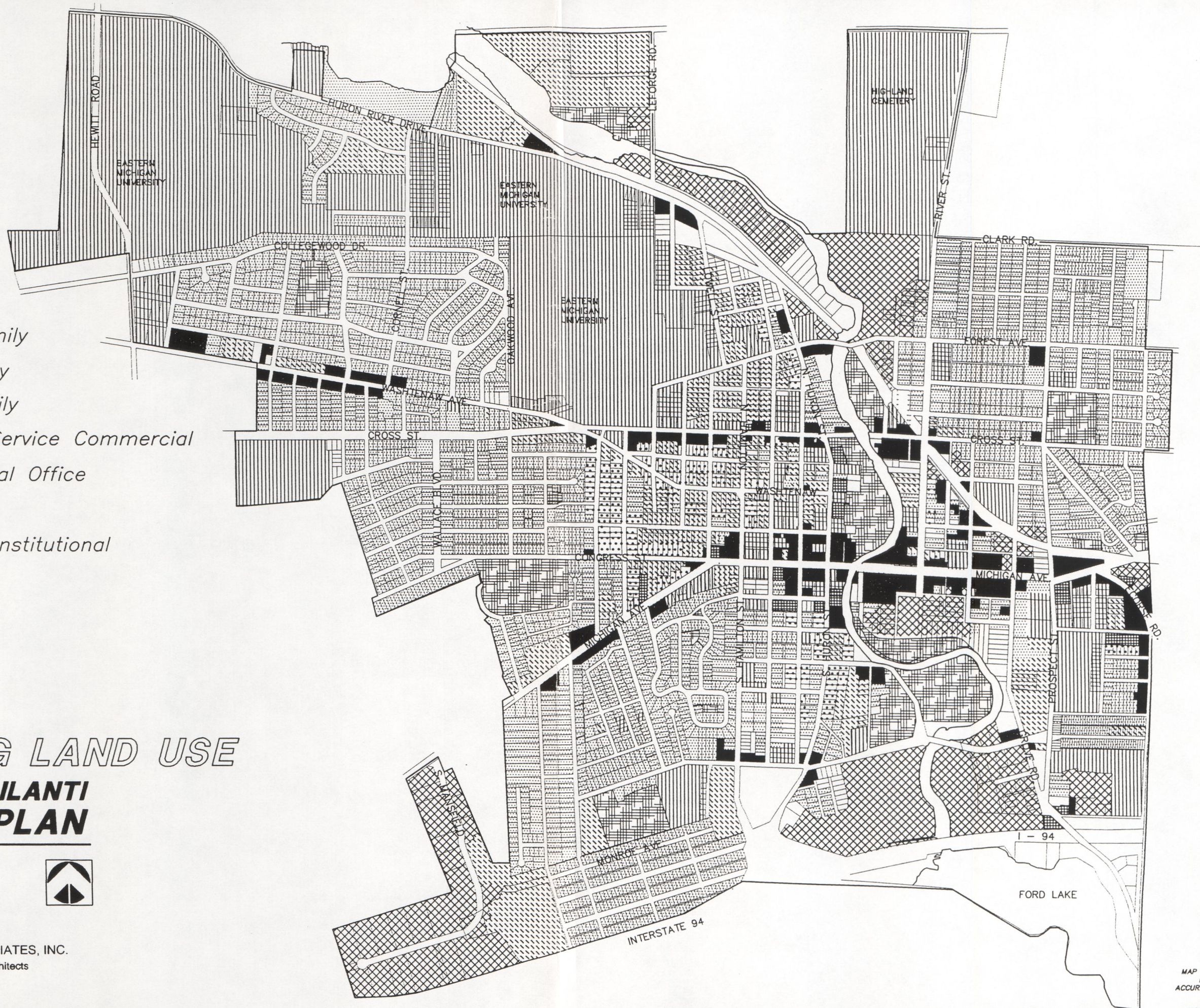
-  Single Family
-  Two-Family
-  Multi-Family
-  Retail / Service Commercial
-  Professional Office
-  Industrial
-  Public / Institutional
-  Parks
-  Vacant

Map 4

EXISTING LAND USE CITY OF YPSILANTI MASTER PLAN



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III. GOALS, OBJECTIVES, AND STRATEGIES

Goals, Objectives, and Strategies

The Visioning Process

The core of any Master Planning effort must be citizen input. Many techniques exist which facilitate the gathering of citizen input, and the method utilized for this endeavor was to conduct a series of five Visioning Workshops. Workshops were advertised and open to the public with invitations sent to community stakeholders such as members of the business community, schools, neighborhood associations, and churches. Workshops were held at four different locations to help promote wide participation over a period of two months.

The Visioning process provides a vehicle for people of diverse viewpoints to identify and agree upon the common dreams they have for their community, and encourages people to express with words a desired future. Each workshop entailed soliciting vision statements via a brainstorming process based upon the following principles:

- ✓ Visions should generate new and bold ideas for the future
- ✓ All ideas and visions are welcome
- ✓ No ideas or visions will be criticized
- ✓ Participation from all is encouraged

Following the above principles, workshop participants with the help of a facilitator generated lists of vision statements which reflected individual's ideas. After all statements were recorded, the group as a whole voted on which statements were "priority" vision statements. This step facilitates both the prioritization of issues, as well as builds consensus amongst participants. The facilitator recorded all statements and votes.

From these five workshops, some common themes emerged in the repetition of certain vision statements. The vision statements were then grouped by topic and analyzed in order to draft relevant goals, objectives, and strategies. All vision statements and a detailed description of the Visioning process are included as an Appendix to the Master Plan.

The following section is a description of what constitutes goals, objectives, and strategies, and how they were developed.

Development of Goals, Objectives, and Strategies

This portion of the Master Plan establishes goals, objectives, and strategies for the City thereby setting forth the bases for action. The visions statements were the starting point and catalyst for the development of the goals, objectives, and strategies. While vision statements are broad expressions of a desire for the future, goals, objectives, and strategies provide more concrete direction.

The goals, objectives, and strategies reflect the concepts and concerns of the community which emerged through the Visioning process and accomplish the following:

- Give direction to land developers regarding the physical environment desired by the citizens of the City of Ypsilanti
- Provide direction for more detailed analysis and eventual changes in existing regulations
- Establish a framework to assist governing bodies and staff in assessing the impact of their planning and zoning decisions

Goals represent a desired outcome, objectives are a break down of the issues the goals are meant to address, and the strategies are specific actions aimed at achieving particular goals. Goals were organized into the following topics:

- ✓ Neighborhood Preservation
- ✓ Historic Preservation
- ✓ Downtown, Depot Town, and University Village
- ✓ Beautification and Community Appearance
- ✓ Commercial and Industrial Revitalization
- ✓ Transportation
- ✓ Public Services and Community Facilities

Goals, objectives, and strategies for the above topics are listed in the following pages.

Also included were related items from the City Council "City Goals and Objectives" developed in conjunction with ICARD at Eastern Michigan University in a Goal Setting and Team Building effort in 1996.

NEIGHBORHOOD PRESERVATION

GOAL: To preserve and enhance the integrity of existing neighborhoods to offer City residents a quality neighborhood environment.

OBJECTIVE I

Preserve and maintain residential land uses in existing neighborhoods.

STRATEGIES

1. Implement goals of the Neighborhood Concept Plan as developed in the Land Use Plan.
 2. Develop design guidelines to promote appropriate residential infill development in neighborhoods.
 3. Limit rezoning of single-family uses to higher intensity uses to those areas so designated in the City's Land Use Plan.
 4. Establish and maintain neighborhood organizations and involve residents in the implementation of the plan.
 5. Coordinate neighborhood initiatives to address neighborhood concerns.
 6. Promote the concept of "neighborhoods" with neighborhood parks, schools, and local and convenience shopping.
 7. Promote the identification of district neighborhoods and programs which develop a "sense of community pride" within neighborhood areas.
-

OBJECTIVE II

Enhance the physical appearance of existing neighborhoods and establish programs to minimize blighted housing.

STRATEGIES

1. Continue to regulate duplexes and single family rental units thereby retaining property values and supporting neighborhood preservation.
2. Consider developing licensing program for landlords to improve rental housing.
3. Continue participation in the State of Michigan Housing Development Authority housing rehabilitation program which provide funding for home repairs, rehabilitation, and home ownership.
4. Evaluate need to expand staffing levels to provide increased code enforcement of residential properties.
5. Explore the establishment of neighborhood identification system such as unified street signs and entryway signs to be coordinate with the proposed Master Signage and Orientation Plan (see Downtown, Depot Town Objective II.1 and II.2).
6. Promote neighborhood enhancement programs such as street tree plantings, clean-up days, neighborhood gardens, and sidewalk improvements (see also Transportation, Objective II.4).

NEIGHBORHOOD PRESERVATION

OBJECTIVE III

Foster greater coordination and communication between City and University officials and establish strategies for "Town/Gown" improvements.

STRATEGIES

1. Continue to coordinate with Eastern Michigan University to encourage involvement in improving appearance and upkeep of student housing, and ensuring that the University provides additional student housing commensurate with program expansion.
2. Establish joint City/EMU committee meetings to explore partnership possibilities.
3. Work with EMU in development of joint services/welcome packages for incoming students.
4. Encourage participation of landlords and students in neighborhood associations.
5. Maintain identifiable edge between the EMU Campus and edges of neighborhoods; enhance landscape buffering along eastern edge of Campus.
6. Add an additional trash pick-up day for EMU move-in and move-out times.



HISTORIC PRESERVATION

GOAL: To encourage the preservation of the City's historic character by preserving or restoring historically significant properties, as well as promoting new development compatible with the existing character.

OBJECTIVE I

Encourage the rehabilitation of historic structures.

STRATEGIES

1. Consider strategies to permit flexibility in or obtain relief from certain code regulations to help facilitate the rehabilitation of upper stories for loft housing (for example, not requiring sprinkler systems, relief from fire separation requirements, barrier-free access requirements, etc.).
 2. Evaluate feasibility of allowing accessory structures to be reused as apartments to facilitate the rehabilitation of historic structures within the Historic District (i.e. carriage houses converted into studio apartments).
 3. Promote Ypsilanti Heritage Foundation historic preservation competition and awards.
 4. Continue local incentives for restoration of historic buildings such as commercial facade grant program and low interest loan programs.
 5. Recruit developers for loft redevelopment and mixed use adaptive reuses of vacant structures.
 6. Maintain Historic District and continue to monitor need for expansion of boundaries or additional individual properties.
-

OBJECTIVE II

Promote historic assets of community.

STRATEGIES

1. Expand educational efforts and communication of the Historic District Commission goals with pamphlets, monthly newsletters, workshops, or booths at community events.
2. Coordinate with Chamber of Commerce, Visitors Convention Bureau, and Ypsilanti Heritage Foundation on promoting downtown walking tour to promote education of local history and historical assets (consider incorporating the tour information into informational kiosks, see Downtown... Objective II.1 and II.2).
3. Consider utilizing historic markers describing noteworthy buildings, events, etc., the design of which would be coordinated with the proposed Signage and Orientation Master Plan (see also Downtown... Objective II.1 and II.2).

HISTORIC PRESERVATION

OBJECTIVE III

Ensure new development is compatible with existing historic character.

STRATEGIES

1. Pursue available grant resources for future phases of the exterior restoration of the existing City Hall to ensure its compatibility with the Downtown Historic District.
 2. Develop a site design guide book which provides information and examples of well executed projects which feature new developments within an historic district.
 3. Continue to encourage development of an architectural theme and design continuity which complements historical structures.
-



DOWNTOWN, DEPOT TOWN, & UNIVERSITY VILLAGE

GOAL: To encourage a vibrant, safe, and pleasant downtown environment which serves the commercial, housing, and entertainment needs of City residents.

OBJECTIVE I

Enhance the physical appearance of the Downtown and Depot Town areas.

STRATEGIES

1. Capitalize upon the Riverwalk concept to promote businesses by improving access points and amenities between Downtown, Riverside Park, Depot Town, and Frog Island such as coordinated boardwalks, benches, landscaping and lighting in these areas (see also Objective II, 1 and 2).
 2. Strengthen linkages between EMU and Depot Town, EMU and Downtown, and Depot Town and Downtown (see also Objective II.1 and II.2 below).
 3. Consider measures to slow traffic through the Downtown and Depot Town areas such as increased numbers of street trees, landscape islands, raised pedestrian crossings, more on-street parking or angled parking, increased speed limit enforcement, and installing "speed humps" or stop signs.
 4. Improve signage, lighting, and maintenance in downtown parking lots (see below Objectives II.1 & 2).
 5. Consider developing a Downtown/Depot Town-wide Master Plan for seasonal lighting, flower plantings, and banner decorations.
 6. Upgrade surface parking lots by adding knee walls and landscaping to screen lots from the street.
 7. Continue efforts to create landscaped boulevard for Michigan Avenue through downtown, or as an alternative, consider providing landscape islands for street trees along Michigan Avenue in the parallel parking areas.
 8. Maintain low interest loan programs to facilitate facade improvements.
 9. Promote business recruitment strategies to fill storefront vacancies as coordinated by the DDA.
 10. Continue pursuit of Intermodal Surface Transportation Efficiency Act (ISTEA) funding for streetscape projects in Downtown, Depot Town, and University Village.
-



DOWNTOWN, DEPOT TOWN, & UNIVERSITY VILLAGE

OBJECTIVE II

Promote a visitor and pedestrian friendly environment and enhance orientation.

STRATEGIES

1. Consider developing a Signage and Orientation Master Plan which coordinates orientation, pedestrian crossings, informational kiosks, and parking identification at key entrance points in the Downtown, Depot Town, University Village, and Riverwalk areas. This effort could include the installation of an inlaid city map in a city sidewalk.
2. Place informational kiosks at key orientation points in Downtown, Depot Town, University Village, Frog Island, and Riverside Park. Kiosks could be designed to display information on location maps, businesses, restaurants, special events, walking tours, etc.
3. Reevaluate one-way street system in order to slow traffic, improve the pedestrian experience, and enhance business, (see Transportation, Objective II.one).
4. Further evaluate parking time limits and meter requirements to encourage longer customer stays in Downtown, Depot Town, and University Village.
5. Evaluate methods to reroute truck traffic to lessen impacts on Downtown.
6. Increase pedestrian and bike access from surrounding neighborhoods with cross walks and consistent sidewalk ramps at key locations along Washtenaw, Hamilton, Huron, Cross/Packard, Prospect, LeForge, and Huron River Drive.
7. Continue Police Department educational efforts for business owners.
8. Evaluate feasibility of providing time-limited on-street parking along Cross Street to enhance business in the University Village area.

OBJECTIVE III

Attract businesses and facilitate housing opportunities.

STRATEGIES

1. Consider development of a new City Hall/Civic Center in the downtown area.
2. Pursue retail recruitment efforts to bring more student oriented business downtown.
3. Work to attract businesses which fulfill goals of the Downtown Economic Revitalization Initiative by Hyatt-Palmer.
4. Encourage uses that will create destination retail, restaurant, and entertainment uses while discouraging large scale discount retail.
5. Promote loft redevelopment with an annual loft tour to attract downtown residents and develop incentives similar to facade rehabilitation program to redevelop existing vacant structures.
6. Re-evaluate adult regulated use ordinance and consider increasing code enforcement efforts.
7. Continue revitalization efforts for Depot Town.
8. Continue downtown residential parking program which allows parking in municipal lots.

BEAUTIFICATION AND COMMUNITY APPEARANCE

GOAL: **Develop an overall theme that promotes a desired image for the City.**

OBJECTIVE I

Promote a positive community identity.

STRATEGIES

1. Identify key image corridors and entryways such as Washtenaw Avenue, East and West Michigan Avenue, Huron Street, Huron River Drive, Packard/Cross Street, Prospect Street, and LeForge Road and develop/maintain these areas in a manner which reflects a desired image (coordinate with proposed Signage Master Plan, see Downtown, Depot Town Objectives II.1 and II.2).
 2. Emphasize the river corridor as key component of community identity and improve river edges in keeping with goals of the Recreation Master Plan.
 3. Create a Community Ambassador volunteer program to promote assets of the City and assist in generating support for City projects.
 4. Create a new logo and slogan for the City which better reflects the community image (coordinate with proposed Signage and Orientation Master Plan).
 5. Continue with "Ypsilanti Area Image Program" detailed in the Eastern Washtenaw County Economic Development Strategic Plan.
 6. Promote and continue support of the Ypsilanti Heritage Festival, Festival of Lights, Frog Island Jazz and Blues Festival, and other identifiable community events.
-

OBJECTIVE II

Improve physical appearance of community.

STRATEGIES

1. Identify a task force for site acquisition along the river front for park expansion purposes and coordinate effort with the Parks, Open Space, and Recreation Master Plan and the Huron River Corridor Master Plan project.
2. Work with Detroit Edison to improve street and pedestrian lighting.
3. Continue and expand participation level of "Adopt A Street" beautification program.
4. Consider modifying landscaping requirements such as an increased number of greenbelt trees, requiring screening of all parking lots abutting public right-of-ways, requiring larger caliper for minimum tree sizes, requiring landscape plans to be prepared by a registered landscape architect, and requiring a minimum percentage of sites be landscaped.
5. Enforce zoning regulations which require screening between conflicting land uses.
6. Develop an awards program to recognize physical improvements for properties perhaps sponsored by the Chamber of Commerce or other business entity.
7. Create a storefront improvement program which provides design guidelines and ideas.

COMMERCIAL AND INDUSTRIAL REVITALIZATION

GOAL: To maintain and attract businesses which provide jobs, contribute to the tax base, and serve the community

OBJECTIVE I

Focus commercial redevelopment efforts in targeted areas of the City.

STRATEGIES

1. Implement Target Plans for Railroad Street, Water Street, Kramer/Bell Streets, and Harriet/Gateway area to foster commercial redevelopment (page 73).
 2. Develop a business and marketing strategy for all of Ypsilanti including collaboration with the CBC, DTA, University Village, Chamber of Commerce, and the DDAs.
 3. Establish overlay zones along commercial corridors, such as Washtenaw and Michigan Avenues as identified in the Land Use Plan to require additional standards for landscaping, setbacks, access, signage, facade treatment, orientation, etc., in order to upgrade properties when redeveloped.
 4. Continue efforts identified in the Eastern Washtenaw County Economic Development Strategic Plan for the "Ypsilanti Gateway Renaissance Project Program" and the "Michigan Avenue Economic Revitalization Program."
 5. Coordinate commercial corridor improvement strategies with adjoining townships.
-

OBJECTIVE II

Identify new opportunities for industrial and hi-tech development or redevelopment.

STRATEGIES

1. Continue participation in brownfield redevelopment program.
2. Maintain partnership with the Ypsilanti Area Chamber of Commerce and Washtenaw Development Council in attracting and retaining businesses to the City.
3. Establish a Community Foundation to provide a financial/partnership mechanism in the City.
4. Work to attract businesses which fulfill goals established in the Downtown Economic Revitalization Initiative.
5. Continue with efforts established in the Eastern Washtenaw County Economic Strategic Plan such as the "University-Industry Technology Transfer Program" and the "Entrepreneurship Program."
6. Coordinate efforts with the Economic Development Corporation (EDC) as well as other representatives from business, government, citizen groups, and the University to identify and target desired development activities.

TRANSPORTATION

GOAL: To provide a transportation system which facilitates the smooth, safe, and efficient flow of automobiles, trucks, buses, emergency vehicles, bicycles, and pedestrians.

OBJECTIVE I

Ensure the roadway system is safe, efficient, and adequate.

STRATEGIES

1. Pursue implementation of safety improvements at the Michigan Avenue/Hamilton and Washtenaw Avenue/Hamilton intersections.
 2. Review need for left turn signals for Hamilton Street and Huron Street.
 3. Implement proposed demonstration Resurfacing Program utilizing the 1994 Road Improvement Survey and 2020 Regional Transportation Plan and consider feasibility of passing a street millage to fund future improvements.
 4. Update the traffic signalization to increase efficiency of existing system.
 5. Promote the concept of shared access or service drives at the site plan review level to decrease the number of curb cuts along heavily traveled major roadways such as Washtenaw Avenue and East and West Michigan Avenues outside of Downtown.
 6. Continue involvement in the Ann Arbor-Ypsilanti Urban Area Transportation Study (UATS) committees' Transportation Improvement Program in cooperation with SEMCOG and MDOT to program and prioritize needed transportation improvements.
-

OBJECTIVE II

Promote use of transportation alternatives such as biking, walking, and public transit.

STRATEGIES

1. Reevaluate one-way system in order to slow traffic to promote more pedestrian use, increase safety, improve orientation, and enhance business. Consider a phasing program for restoration of two-way traffic for portions of Cross Street, Pearl Street, Adams Street, Huron Street, and Hamilton Street.
2. Expand and connect bike paths and enhance and highlight access points especially along the riverfront in keeping with the Parks, Open Space, and Recreation Master Plan.
3. Consider development and adoption of a Bike Path Master Plan which would designate bike paths both within the City and connecting with surrounding communities, emphasizing connections along the Huron River Corridor.
4. Continue to monitor the current transit system to see if it meets the needs of seniors, students, handicapped, low income residents, and other transit users.
5. Complete the city-wide sidewalk assessment and develop a prioritized list of needed improvements based upon available resources and public safety concerns, and pursue additional sidewalk improvements utilizing property owner assessments.
6. Review the need for pedestrian activated lights at all major intersections.

PUBLIC SERVICES AND COMMUNITY FACILITIES

GOAL: To provide quality public services and community facilities which promote the public health, safety and welfare and contribute to the quality of life for community members.

OBJECTIVE I

Ensure the provision of quality services for the community.

STRATEGIES

1. Ensure quality services and infrastructure are available to neighborhood areas such as road repair and refuse pick-up.
 2. Continue police-sponsored educational seminars and expand neighborhood watch program.
 3. Continue community-based policing.
 4. Develop and maintain a regular schedule of street maintenance.
 5. Continue partnering efforts with neighboring Townships and Washtenaw County in collaborative mini-stations to address crime concerns.
 6. Ensure that the stormwater management system is adequately maintained and supported by system users by creating a stormwater management utility.
 7. Distribute informational pamphlets to new students at the start of each academic year with information on City services and maintenance regulations.
 8. Distribute information to residents and property owners on available services.
 9. Coordinate with surrounding communities on community services as per the ICARD intergovernmental cooperative study.
-

OBJECTIVE II

Develop and maintain adequate facilities for the community.

STRATEGIES

1. Consider development of a City-wide Capital Improvements Program to budget and plan for needed improvements including roadways, city facilities, parks, etc.
2. Consider development of a new City Hall/Civic Center in the downtown area.
3. Improve and maintain the physical condition of all City owned buildings by assessing conditions and establishing a five-year Building Improvement Plan.
4. Continue sidewalk improvement program.
5. Encourage continued library service within the City and support efforts to enhance library services.
6. Maintain existing public parking lots.
7. Work to maintain and police parks.
8. Develop recommendations for old waste water and water treatment plants.
9. Promote the implementation of the Parks and Recreation Master Plan.

IV. MASTER LAND USE PLAN

IV. MASTER LAND USE PLAN

Master Land Use Plan

The Land Use Plan Map presented on the following page illustrates the proposed physical arrangements of land use for the City of Ypsilanti. The Land Use Plan serves to translate community goals into a narrative and graphic illustration. It is based largely upon the existing land use, current zoning planning analysis, and the desires of the residents of the City of Ypsilanti as expressed in the Visioning Workshops which were conducted to solicit public input.

The plan is prepared to serve as a policy for the City regarding current issues, land use decisions, investments in public improvements and future zoning decisions. The plan is intended to be a working document which will provide for the orderly development of the City, assist the community in its effort to maintain and enhance a pleasant living environment, while fostering economic development and redevelopment where needed.

The land use plan is based upon comments and opinions gathered during the planning process including numerous meetings and workshops with the City Planning Commission and City staff, in conjunction with community input. To this extent, it reflects general policy toward development and redevelopment within the City.

The land use plan is based on consideration of a number of factors. These factors include:

- *Existing land use*
- *Existing zoning*
- *Existing plans*
- *Population projections and characteristics*
- *Community facilities and parks*
- *Economic outlooks*
- *Socio-economic considerations*
- *Traffic and circulation*
- *Utilities*
- *Compatible uses*
- *Community goals, objectives, and strategies*
- *Citizen opinion and input*

LEGEND

Residential

-  Single Family
-  Two-Family
-  Medium Density Residential
-  High Density Residential
-  Mixed Residential/Commercial

Commercial

-  Local Commercial
-  Community Commercial
-  CBD Commercial
-  General Commercial

Industrial

-  Mixed Industrial/Commercial
-  Light Industrial/High Technology
-  Heavy Industrial

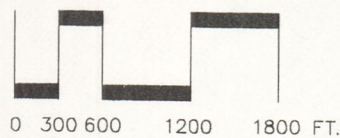
Public Uses

-  Parks
-  Public / Institutional

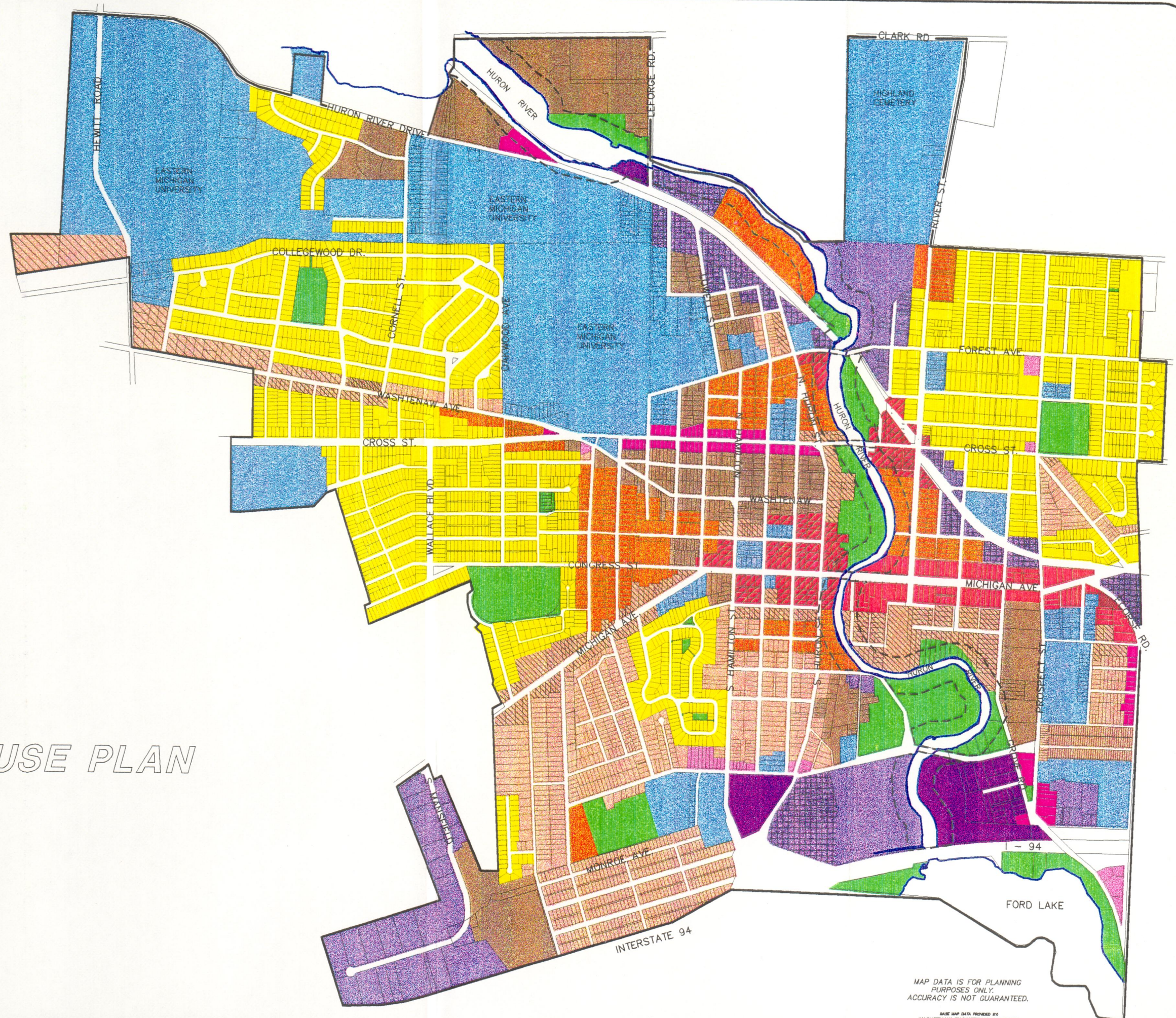
Other

-  River Preservation District

DRAFT LAND USE PLAN CITY OF YPSILANTI MASTER PLAN



CARLISLE/WORTMAN ASSOCIATES, INC.
Community Planners - Landscape Architects
Ann Arbor, Michigan



MAP DATA IS FOR PLANNING
PURPOSES ONLY.
ACCURACY IS NOT GUARANTEED.

BASE MAP DATA PROVIDED BY:
WASHTENAW ENGINEERING COMPANY

Land Use Designations

In consideration of these factors, various land use categories can be established. The proposed land use categories were developed in an effort to create a long term plan for the development and redevelopment of the City of Ypsilanti. These classifications are described as follows:

Single Family Residential

This area is designed to provide an environment of predominantly lower-density, single family detached dwellings, along with other related facilities such as parks and schools. Single family residences should be developed at a density of not greater than five to six units/acre. This is the minimum lot area currently required by the City's R-1 Single Family Residential zoning district.

Two Family Residential

This area is designed to provide a transitional residential area between single family residential as described above and more intense land uses such as office or multiple family residential, and to allow a mix of housing types, including single family residential. Two-family residences should be developed at a density not greater than 12-14 dwelling units an acre. This is the minimum lot area currently required by the City's R-2 One and Two Family Residential zoning district. Two family structures should be designed to be compatible with the existing character of the area.

Medium Density Residential

This area is designed to allow medium density residential development (not more than four dwelling units with a three-story height limit on a 8,000 square foot lot), or more specifically four-plexes, or single family dwellings in clusters or groups such as townhouses. This area can serve as a transitional land use between lower density residential areas and higher density residential or commercial uses. Both single and two family residential uses are permitted in this district. Multiple family housing should be designed to be compatible with nearby single and two family housing.

High Density Residential

This area is designed to allow a high (not more than six dwelling units with a six-story limit on a minimum 8,000 square foot lot) density residential environment such as apartments, condominiums, and townhouses. High density residential can generate significant amount of traffic and therefore should be directly adjacent to a major thoroughfare. High density residential serves as a transition between non-residential districts and lower density residential uses. Both single and two family residential uses are permitted in this district.

Local Commercial

This designation is the first of four commercial land uses and is designed to provide opportunities for local services and convenience shopping establishments for the day to day needs of the surrounding neighborhood. Local commercial would not include intensive or highway commercial related uses. Protection of the abutting and surrounding residential land is of importance, therefore, uses which would create hazards, offensive or loud noises, vibration, smoke, glare, large truck traffic, high traffic volumes, or late hours of operation are prohibited.

Community Commercial

This designation is designed to provide for commercial development that offers a broader range of goods and services than are offered in the Local Commercial areas, but less intensive than permitted in the Central Business District. The intent of this designation is to allow for the functional grouping of commercial enterprises which cater primarily to the surrounding neighborhood, but also could serve a larger trade area or service area. These areas are limited to locations along major thoroughfares in order to service both "local" and "through" travelers.

Central Business District

This designation is designed to provide for pedestrian accessible mixed uses consisting of a variety of retail, office, residential, and service uses in the Downtown and Depot Town areas. It should provide for the comparison, convenience, cultural, and service needs for the entire City of Ypsilanti area. This district includes and promotes uses which would provide convenient pedestrian shopping along a continuous retail frontage. Automotive related services and other uses which tend to interfere with the continuity of retail frontage and hinder pedestrian circulation are prohibited.

General Commercial

This district is intended for the widest and most intensive variety of retail and service businesses. Businesses can include services meeting the commercial needs of the motoring public. Typical uses in this district include drive-through restaurants, auto service establishments, and commercial uses serving a regional clientele. The uses within this district are auto dependent and benefit from the exposure of high traffic volume thoroughfares. General business land uses are restricted to primarily the East Michigan Avenue corridor.

Mixed Residential/Commercial

This land use designation is designed to provide for a mixture of residential and lower intensity commercial uses. Mixed Residential/Commercial use areas are proposed along the West Michigan Avenue corridor, the Washtenaw Avenue corridor, and the Water Street area. Commercial uses allowed would be those compatible with residential uses. It is proposed that the City consider a new Mixed Residential/Commercial zoning district (similar to the Residential Office district but more restrictive) which would allow single, two family, and medium density multiple-family housing as a permitted use, while high density multiple-family, office and selected commercial uses would be allowed as a special use. The intensity of commercial use allowed would depend upon site characteristics.

Entryway Overlay

This designation is designed to promote the upgrading and improvement of commercial corridors. It is not a land use designation, rather it is an identification of an area intended to highlight the unique nature of the major entries into the City of Ypsilanti. It is proposed that the City consider a new *Entryway Overlay Zone* which would apply for the Washtenaw Avenue, West Michigan Avenue, East Michigan Avenue, and Huron Street commercial corridors (see Map 7). Goals for these areas could include: consistent setbacks, consolidated vehicular access, enhanced landscaping, unified signage and lighting, shared parking with knee walls and landscaping, and community identity signage or banners.

Secondary Entryways

Aside from the major entryways mentioned above, there are several secondary entryways into the City including: Prospect, Le Forge, Huron River Drive, and Packard. Efforts to improve these secondary entryways in terms of landscaping and signage should also be made. As traffic in the City continues to increase, these secondary entryways will come increasingly trafficked and the therefore should reflect a positive image of the City. In the future, traveled consideration should be given to including these secondary entryways into the overlay zone.

Mixed Commercial/Industrial

This land use designation is designed to provide for a mixture of commercial and industrial uses. Mixed Commercial/Industrial use areas are proposed for parts of the Lincoln Street Area, the East Michigan Avenue corridor, and the Kramer/Bell Streets area. The industrial uses allowed in the Lincoln Street area should be limited to light industry due to the adjacent residential uses. The other areas with this designation could accommodate more intense industrial uses due to the access to major thoroughfares. It is proposed that the City consider a new Mixed Commercial/Industrial

zoning district which would allow more intense commercial uses as permitted uses, while heavy industrial uses would be allowed as a special use based upon site specific conditions.

Light Industrial/High-Tech

The Light Industrial/High-Tech district is designed to primarily accommodate wholesale activities, warehouses, and industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. This designation is also structured so as to permit the manufacturing, compounding, processing, packaging and assembly of finished or semi-finished products from previously prepared materials. Research and Hi-Tech uses are also included in this designations, as long as the impacts are minimal. Because many of the areas with this designation are not located along major thoroughfares, this uses in this designation can be serviced by small trucks only.

Heavy Industrial

This category is designed to provide locations for general or "heavy" industrial activities such as those which involve the use of heavy machinery, extensive amounts of contiguous land, service by railroad lines or major thoroughfares, processing of chemicals or raw materials, assembly, generation of industrial waste, noise, odor, or traffic problems or similar characteristics. These uses would require service by large trucks. Heavy industrial uses should be adequately screened from adjacent residential uses.

Parks and Recreation

This classification includes existing parks as specified in the City's Recreation Master Plan.

Public/Quasi Public

This designation includes government service buildings such as City Hall, DPW yards, library, etc. It also includes school facilities (public and private) such as elementary, middle, high school, and university level administration buildings.

River Preservation District

This designation was created in order to preserve the Huron River frontage for both environmental reasons, and to allow for the future integration with a continuous greenway system along the Huron River. Redevelopment of river frontage parcels should highlight the frontage portion and utilize it as a site amenity. Access easements will be obtained as parcels get redeveloped, and existing landowners will be encouraged to donate such easements. Exact width will need to be determined parcel by parcel, as areas of steep slopes may need a wider easement to accommodate

the development of a future bike path, walking path, or boardwalk. Uses along the river should have large setbacks from the river in order to protect the integrity of the river as a natural system. Linkages across the river such as bridges will be encouraged. This effort should be coordinated with any efforts for the Huron River corridor as discussed in the "1997-2001 Parks, Recreation, and Open Space Master Plan" and subsequent Huron River Corridor Master Plan.

Existing Zoning and Relationship with Proposed Land Use

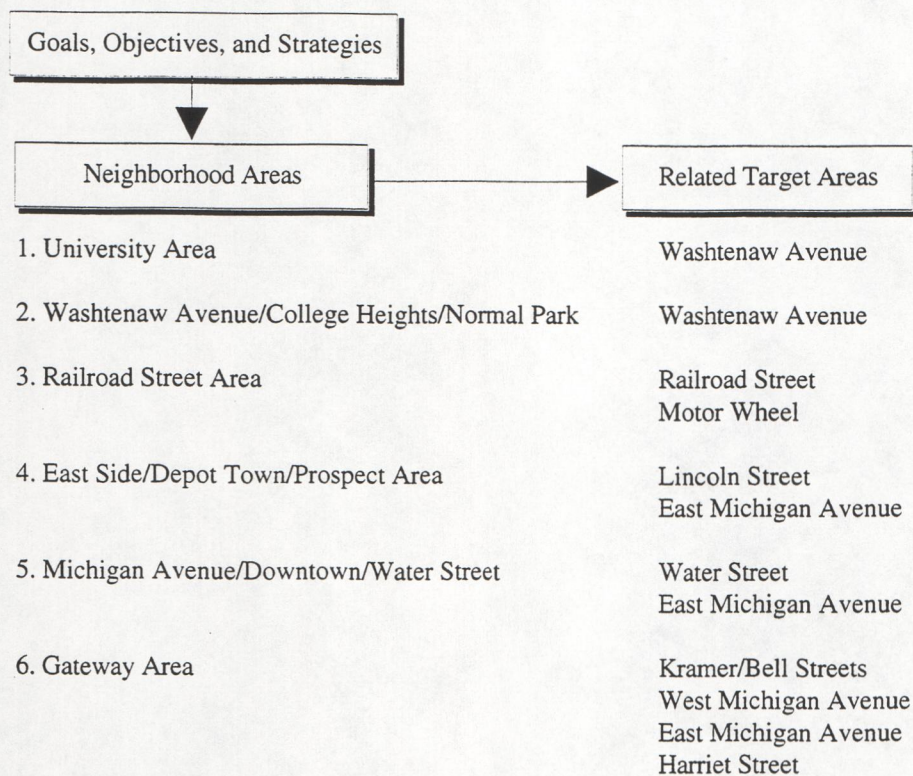
The following table depicts the existing zoning districts, and the corresponding land use designations.

EXISTING ZONING DISTRICT	PROPOSED LAND USE DESIGNATIONS
RESIDENTIAL	RESIDENTIAL
R1 Single Family Residential	Single Family
R2 One and Two Family Residential	Two Family
R3 Multiple Family Medium Density	Medium Density Residential
R4 Multiple Family High Density	High Density Residential
RO Residential-Office	Mixed Residential/Commercial
COMMERCIAL	COMMERCIAL
B1 Neighborhood Business	Local Commercial, Mixed Residential/Commercial
B2 Community Business	Community Commercial, Mixed Residential/Commercial
B3 Central Business	CBD Commercial
B4 General Business	General Commercial
OVERLAY	OVERLAY
H Historic Preservation Overlay	Historic Preservation Overlay
S Student Overlay	Student Overlay
	Entryway Overlay
MANUFACTURING	INDUSTRIAL
WS Workshop Studio	Mixed Commercial/Industrial, Local and Community Commercial
M1 Light Manufacturing	Light Industrial/High-Tech
M2 General Manufacturing	Heavy Industrial
PUBLIC USES	PUBLIC USES
PL Public Land	Public/Quasi-Public
	Parks and Recreation
	River Preservation District
OTHER	
PUD Planned Unit Development	

Neighborhood Areas

The Master Plan contains three levels of recommendation as shown in the figure below. The first level was the Goals, Policies, and Strategies section, which is comprised of City-wide recommendations. The next level is the Neighborhood Areas, which contains recommendations at the neighborhood level. Six neighborhoods were identified which comprise the entire City. The last and most detailed level of recommendations is the Target Areas. Nine areas were chosen which have site or area-specific issues. The remaining sections of this chapter include the Neighborhood Areas and Target Areas.

Following is a discussion of the six neighborhood areas of the City of Ypsilanti shown on the Neighborhood Areas Map on the following page. Existing land uses, issues, and goals are discussed for each section, with the Goals summarized on the Neighborhood Areas Map.



RAILROAD STREET

- IMPROVE ROADWAY NETWORK
- ENHANCE ENTRANCE INTO CITY WITH LANDSCAPING, SIGNAGE, ETC...
- ENCOURAGE PROPER BUFFERING BETWEEN COMMERCIAL/INDUSTRIAL USES AND RESIDENTIAL AREAS
- PROMOTE REDEVELOPMENT OF HIGHER DENSITY HOUSING ALONG RIVER
- HIGHLIGHT PROXIMITY TO HURON RIVER
- DEVELOP STRONG LINKAGE ACROSS HURON RIVER DRIVE
- RESTRICT TRUCK ACCESS TO INDUSTRIAL USES

UNIVERSITY AREA

- IMPROVE HOUSING CONDITIONS
- REINFORCE EDGES BETWEEN CAMPUS AND NEIGHBORHOODS
- IMPROVE PEDESTRIAN LINKAGE BETWEEN CAMPUS AND CROSS STREET, DOWNTOWN, AND DEPOT TOWN
- UNIVERSITY TO PROVIDE ADEQUATE HOUSING
- REDEVELOP AND DEVELOP UPGRADED COMMERCIAL USES
- STOREFRONT IMPROVEMENTS
- BUFFERS BETWEEN COMMERCIAL AND RESIDENTIAL
- REINSTATE TWO-WAY TRAFFIC ALONG CROSS STREET

EAST SIDE/DEPOT TOWN/ PROSPECT AREA

- MAINTAIN SINGLE FAMILY CHARACTER OF EXISTING RESIDENTIAL AREAS
- BUFFER CONFLICTING LAND USES
- IMPROVE LINKAGES TO PARKS, DEPOT TOWN, DOWNTOWN, CAMPUS, AND NEIGHBORHOODS THROUGH SIGNAGE AND STREETScape EXPANSION
- PROMOTE HIGHER DENSITY HOUSING IN OR NEAR DEPOT TOWN
- HIGHLIGHT HISTORIC STRUCTURES AND DISTRICTS
- CONTINUE DEPOT TOWN DDA EFFORTS

WASHTENAW AVE./COLLEGE HTS. /NORMAL PARK

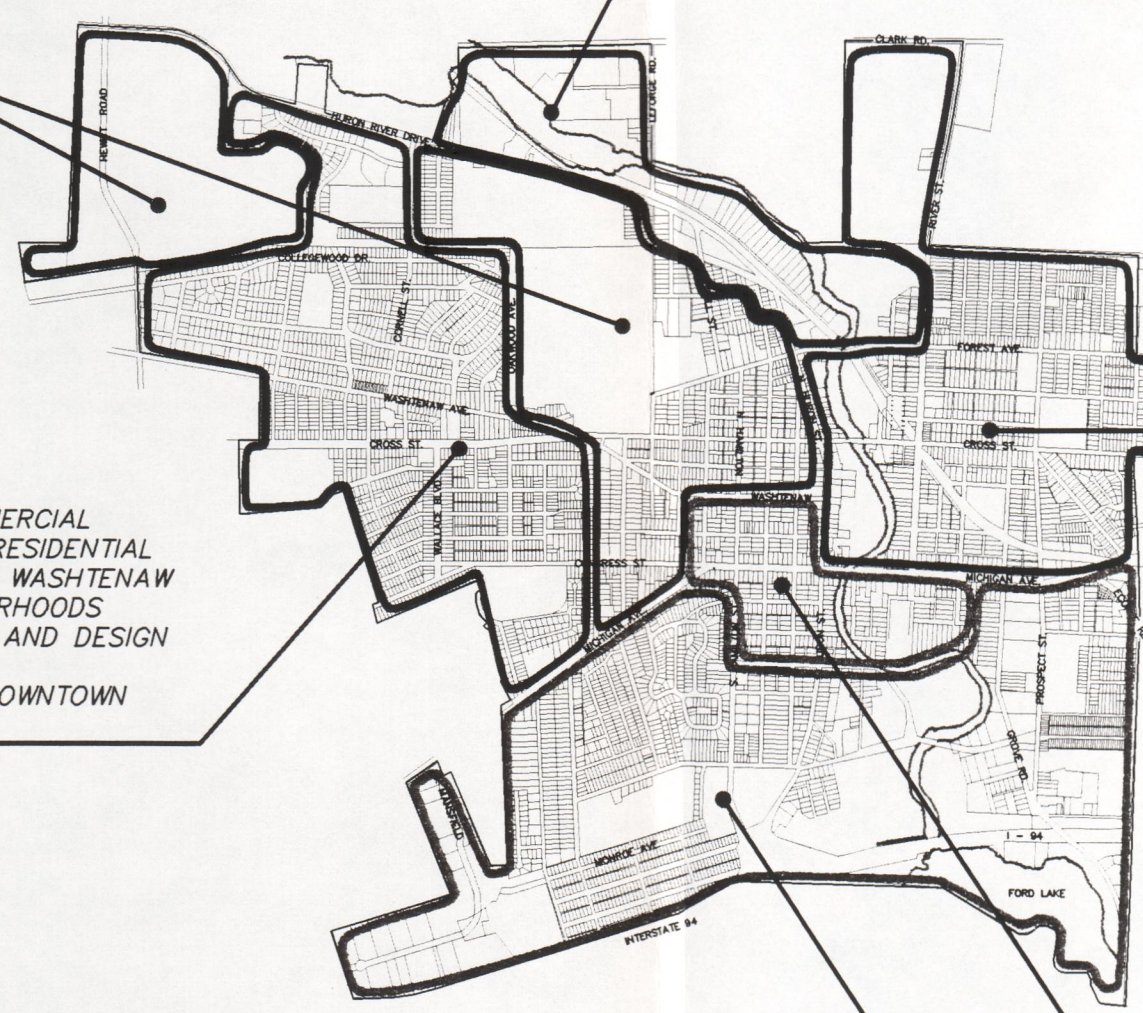
- PRESERVE EXISTING RESIDENTIAL
- ENHANCE MITIGATION BETWEEN RESIDENTIAL AND COMMERCIAL
- MAINTAIN DEFINABLE EDGE BETWEEN UNIVERSITY AND RESIDENTIAL
- ENCOURAGE CONSOLIDATED VEHICULAR ACCESS ALONG WASHTENAW
- PREVENT INSTITUTIONAL ENCROACHMENT INTO NEIGHBORHOODS
- ENCOURAGE INFILL RESIDENTIAL COMPATIBLE IN SCALE AND DESIGN
- ENCOURAGE REHABILITATION OF EXISTING STRUCTURES
- IMPROVE PEDESTRIAN LINKAGE TO DEPOT TOWN AND DOWNTOWN

MICHIGAN AVE./ DOWNTOWN/WATER ST.

- ENCOURAGE POSITIVE REDEVELOPMENT
- DEVELOP NEW HIGHER DENSITY HOUSING
- ENCOURAGE SECOND STORY LOFT HOUSING
- PROMOTE ENTERTAINMENT/DESTINATION USES
- CAPITALIZE ON AND MAINTAIN ACCESS ALONG HURON RIVER
- IMPROVE LINKAGES TO DEPOT TOWN, PARKS, CAMPUS, AND NEIGHBORHOODS WITH SIGNAGE/STREETSCAPE EXPANSION
- WORK ON SLOWING TRAFFIC THROUGH DOWNTOWN
- BUILD ON PEDESTRIAN ORIENTATION
- SIGNAGE AND ORIENTATION MEASURES
- HIGHLIGHT HISTORIC CHARACTER
- CONTINUE DDA EFFORTS

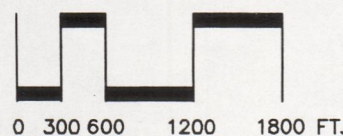
GATEWAY AREA/ PERRY NEIGHBORHOOD

- ENCOURAGE HOUSING UPKEEP AND REHABILITATION
- REDEVELOP EXISTING HOUSING STOCK
- REHABILITATE HISTORIC STRUCTURES
- IMPROVE LINKAGES TO DOWNTOWN
- ENCOURAGE CONSOLIDATED VEHICULAR ACCESS ALONG MICHIGAN AVENUE
- DISCOURAGE UNWANTED LAND USES ALONG MICHIGAN AVE.
- IMPROVE ENTRY CORRIDORS ALONG EAST AND WEST MICHIGAN AVENUE AREAS



Map 6

NEIGHBORHOOD AREAS CITY OF YPSILANTI MASTER PLAN



CARLISLE/WORTMAN ASSOCIATES, INC.
Community Planners - Landscape Architects
Ann Arbor, Michigan

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DATE MAP DATA PROVIDED BY
WASHTENAW ENGINEERING COMPANY

University Area

This area includes the majority of the Eastern Michigan University campus, student-oriented housing areas, and commercial uses along Cross Street. This area also includes the northwest portion of the Historic District. Some of the issues are student impacts on the housing and businesses, the edges between campus areas and adjacent residential uses, and traffic along Cross Street. Goals for this area include addressing the housing conditions via increased code enforcement, protecting historic structures, reinforcing the edges between campus and adjacent residential, improving the pedestrian linkage between campus and Cross Street, Downtown, and Depot Town, and ensuring that the University provide needed student housing in conjunction with any increase in enrollments.

Related Target Areas: *Washtenaw Avenue*

Washtenaw Avenue/College Heights/Normal Park

This neighborhood is predominantly residential with the exception of the commercial and office uses along Washtenaw Avenue. Issues include the pressure on residential uses along Washtenaw, cut-through traffic in neighborhoods, impacts of the University (parking and traffic), and the impacts of commercial uses along Washtenaw. Goals include maintaining the integrity of the existing neighborhoods, mitigating negative impacts of the commercial uses, maintaining a definable edge between the University and residential areas, encouraging consolidated vehicular access along Washtenaw, and encouraging compatible infill residential development.

Related Target Areas: *Washtenaw Avenue*

Railroad Street Area

This area has multiple constraints and multiple opportunities. Existing land uses are varied with industrial, institutional, commercial, multiple-family, single family, City parks, and vacant uses all co-existing. Aside from the existing conflicting land uses, other issues include the river and park areas, the adequacy of the existing roadway network, truck traffic, the location of this area as the northern entryway into the City, and the Motor Wheel plant. Goals include improving the roadway network, encouraging residential uses along the river, enhancing the entry into the City with landscaping and signage, adequate buffering between commercial/industrial uses and adjacent residential areas, restricting truck traffic, and maintaining public access along the riverfront.

Related Target Areas: *Railroad Street*
 Motor Wheel

East Side/Depot Town/Prospect Area

This area is comprised of residential neighborhoods, a large portion of the Historic District, the Highland Cemetery, commercial and service uses in Depot Town, the commercial corridor of East Michigan Avenue, both Frog Island and Riverside Parks, and a variety of commercial and industrial areas in the Lincoln Street area. Issues include historic preservation, the preservation of existing neighborhoods areas, linkages to parks/Downtown/campus/Depot Town, and the Huron River. Goals for the areas include maintaining the single family character of the existing neighborhoods, encouraging upkeep and rehabilitation of existing housing, continuing the Depot Town DDA efforts, mitigation of commercial/industrial uses and residences with landscaping and screening, encouraging consolidated vehicular access along East Michigan Avenue, and improving the linkages to Depot Town, parks, and campus with an expansion of the streetscape program and other coordinated amenities.

Related Target Areas: *Lincoln Street*
 East Michigan Avenue



Michigan Avenue/Downtown/Water Street

This area encompasses the Downtown, a portion of East Michigan Avenue, and the Water Street area. Land uses are namely commercial with upper story residential and office in nature, with some industrial and residential uses in the Water Street area. Issues include occupancy of downtown businesses, the truck and traffic impacts, blighted commercial uses, unwanted uses, historic preservation and storefront rehabilitation, a need for redevelopment in the Water Street

area, and maintaining access along and the highlighting the Huron River and park system. Goals for these areas include encouraging positive redevelopment, promoting entertainment and destination oriented uses, improving linkages to Depot Town, parks, campus and adjacent neighborhoods with expanded streetscape improvements, building on pedestrian orientation, highlighting the historic character, implementing traffic calming measures such as a landscaped boulevard or additional street trees, capitalizing on the river and park system, and continuing DDA efforts.

Related Target Areas: *Water Street*
 East Michigan Avenue

Gateway Area

This area encompasses most of the entire southern portion of the City. It includes portions of East and West Michigan Avenue, the southerly segment of the Historic District, and serves as the major southern entryway into the City. This area is comprised of residential neighborhoods and housing complexes, the Perry Childhood Development Center and Parkridge Community Center and Park, commercial uses along Huron, Prospect, and Harriet, and the Ypsilanti West Commerce Park, an industrial park, located along West Michigan Avenue. Recent development of the Exemplar plant on Huron Street may facilitate further investment in this area. Issues include blighted commercial uses along East Michigan Avenue, the need for upgrading of commercial uses along Huron, the need for housing rehabilitation and upkeep, and proximity to I-94. Goals for this area include creating a positive entry into the City via design, landscaping, and signage, improving the linkages between neighborhoods and Downtown, upgrading the commercial properties along East Michigan Avenue, preventing unwanted land uses along West Michigan Avenue, and improving and redeveloping the existing housing stock.

Related Target Areas: *Kramer/Bell Streets*
 West Michigan Avenue
 East Michigan Avenue
 Harriet Street

Target Areas

While the Land Use Plan presents an overall land use development scheme for the entire City, there are nine areas with unique conditions and opportunities for revitalization and redevelopment that deserve special attention. The nine areas include the following target areas:

- the Railroad Street area
- the Motor Wheel plant
- the Lincoln Street area
- the East Michigan Avenue corridor
- the Water Street area
- the Kramer/Bell Street area
- the Harriet Street area
- the West Michigan Avenue corridor
- the Washtenaw Avenue corridor

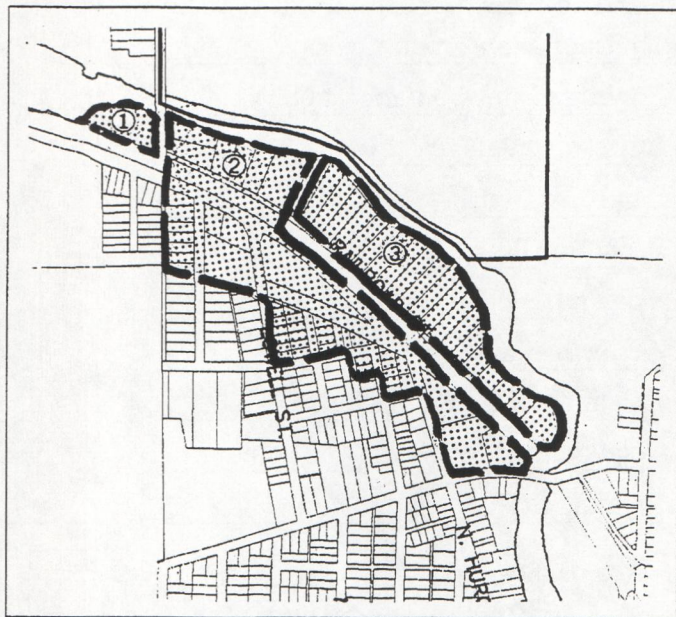
Because the City of Ypsilanti is nearly built out, development opportunities will be predominantly re-uses or redevelopment of existing uses or areas of the City. As part of this analysis, new land use designations were created in order to address some of the unique issues for each target area. The new land use designations include: Mixed Commercial/Residential, Mixed Commercial/Industrial, Entryway Overlay, and River Preservation District. The designations are described in the description of land uses earlier in this chapter. Below are descriptions of the existing conditions and relevant issues for each of the target areas, as well as the land use recommendations. These recommendations have been incorporated into the larger Land Use Plan.

1. Railroad Street

Issue Identification

The relevant issues for the Railroad Street area are summarized in the matrix below. Constraints to the redevelopment of this area include the limited amount of land, the large number of landholders, roadway access, and lack of sufficient infrastructure. The northern portion of this area has deficient infrastructure. Any redevelopment in this area would require an expanded roadway, curb and gutter, new storm sewers, and possible realignment of the intersection of Railroad Street and LeForge. The existing land uses are varied with industrial uses, single family, institutional, and park land along the river. To the south across Huron River Drive are industrial uses which abut directly with residential areas.

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	✓
Environmental/Contamination	✓
Environmental/Riverfront	✓
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	
Relation to Downtown	
Relation to Depot Town	



Land Use Recommendations

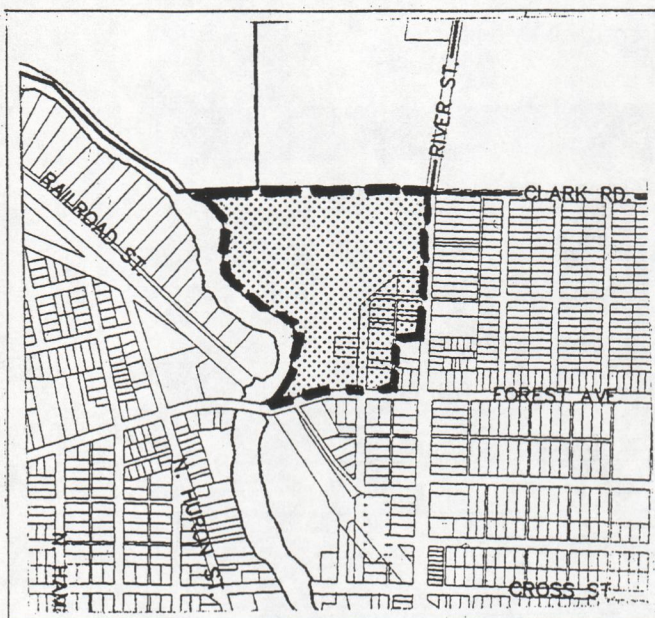
As shown in the map above, the Railroad Street area has been divided into three areas. The land use recommendation for Area 1 is for Heavy Industrial to allow for the continued industrial use of this property. For Area 2 the land use recommendation is for Mixed Commercial/Industrial. This designation allows the existing industrial uses to remain, while allowing for more flexible redevelopment options in the future. Area 3 is designated for Medium Density Residential. This is to capitalize upon and preserve the riverfront, maintaining both the natural features along the river as well as access to integrate later into a possible greenway system along the entire Huron River as it traverses through the City. All uses should be well buffered and screened from the adjacent residential areas. Truck traffic should be restricted to minimize potential negative impacts.

2. Motor Wheel

Issue Identification

The recent closing of the Motor Wheel plant has opened up the possibility of alternative reuses for this area. Although recently occupied by K-Mart as a distribution center, the future use of this large parcel is key to the future of this portion of the City. Development will need to be carefully planned to protect the Huron River and minimize impacts to surrounding neighborhoods. Environmental concerns may constrain alternative development possibilities. However, it is assumed that in the long run, any possible contamination can be remediated.

ISSUES	
Transportation/Circulation	
Transportation/Truck Impact	✓
Environmental/Contamination	✓
Environmental/Riverfront	✓
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	✓
Relation to Downtown	
Relation to Depot Town	✓



Land Use Recommendations

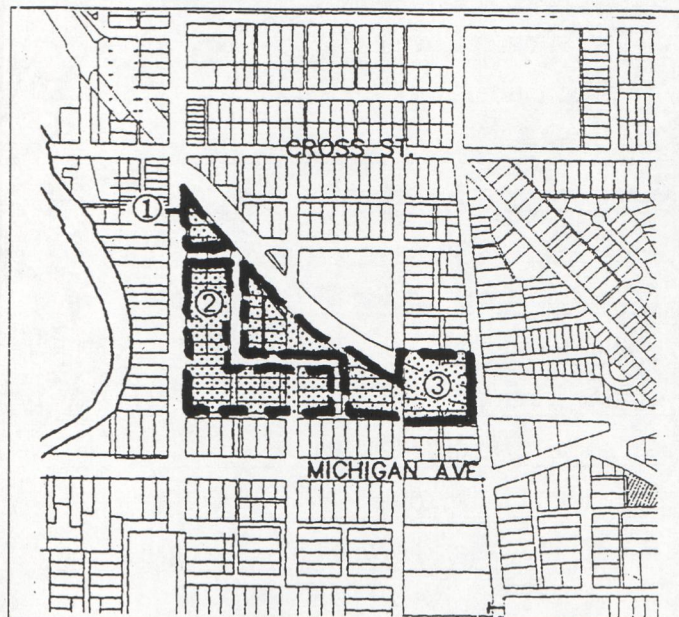
The long-term recommended land use for the Motor Wheel property would be to redevelop the site for light industrial uses in the form of a hi-tech commerce park. Multiple small-scale users will be encouraged in order to foster new small businesses and job creation. Heavy trucks will be restricted, therefore precluding more intense industrial uses. Protection of the Huron River will be paramount and an integral aspect of the redevelopment, along with providing river access in keeping with the greenway concept. Any possible impacts to residential neighborhoods will be buffered with generous setbacks, landscape buffers and screening walls, and truck traffic control.

3. Lincoln Street

Issue Identification

This area is characterized by a mixture of land uses; industrial, commercial, and residential. The area is impacted by the railroad, proximity to Michigan Avenue, and proximity to Depot Town. The existing roadway network in this area is insufficient. The existing housing is relatively stable and predominantly single family in nature. The commercial and industrial uses are for the most part small scale operations, with one large industrial operation on Grove Street. The relationship of this area to Depot Town, Downtown, and to the Historic District which is located along River Street are important. Other relevant issues are summarized below.

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	✓
Environmental/Contamination	
Environmental/Riverfront	
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	✓
Aesthetics/Image	✓
Relation to Historic District	✓
Relation to Downtown	✓
Relation to Depot Town	✓



Land Use Recommendations

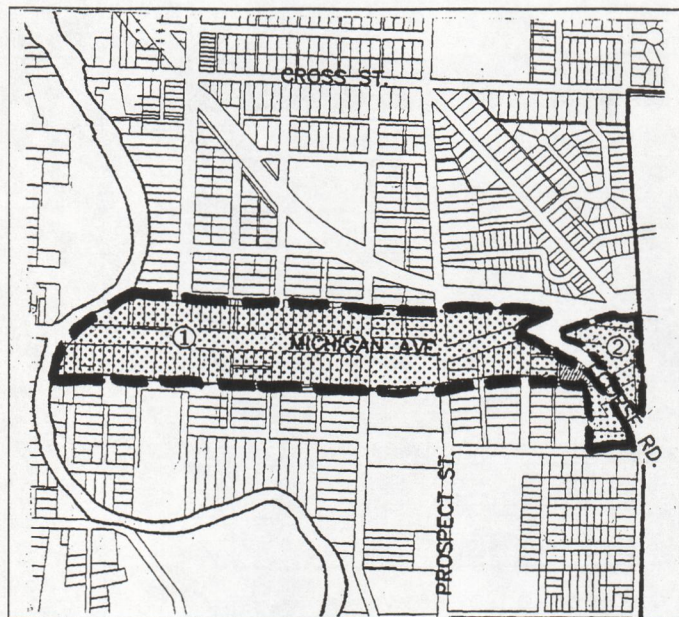
This area was divided into three sub-areas in order to develop land use recommendations as shown in the map above. Area 1 will be designated for commercial (in keeping with Central Business District land uses) due to its proximity to Depot Town. Residential uses will be permitted as well in second stories. Area 2 will be designated for residential due to the existing predominant single family nature of the this area, and to protect the integrity of the adjacent Historic District along River Street. Area 3 will have a designation of Mixed Commercial/Industrial. This will allow for the continuation of existing businesses and for redevelopment in the future for this area. Adequate buffering between conflicting land uses in this area should be encouraged. When redevelopment does occur, upgrading of the existing roadway system may be necessary.

4. East Michigan Avenue

Issue Identification

East Michigan Avenue serves as one of the key entryways into the City and into Downtown from the east. For the most part, this area can be characterized as an older commercial strip. Existing conditions include blighted commercial uses with little consistency in signage, setbacks, landscaping, lighting, etc. Access is problematic as well because many businesses have more curb cuts than needed and in addition to unclear internal circulation patterns. The issues for this area are summarized below:

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	
Environmental/Contamination	✓
Environmental/Riverfront	
Land Use Conflicts	
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	✓
Relation to Downtown	✓
Relation to Depot Town	✓



Land Use Recommendations

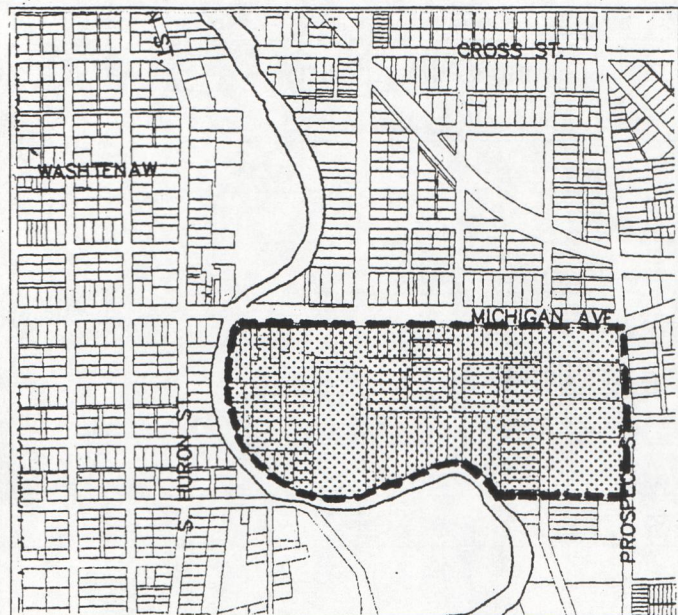
The land use recommendation for this area is for it to remain as commercial, with the exception of one small area which will have a Mixed Commercial/Industrial designation at the very eastern boundary of the City. This particular site has environmental concerns. Designating this area for industrial use provides for a more feasible redevelopment scenario. The prime objective for this corridor is to upgrade the existing commercial uses. This entrance into the community should be improved with unified landscaping, signage, setbacks, etc., in order to symbolize the area as a defined entryway. Creation of an *Entryway Overlay Zone* for entryways into the City such as this would be one method to address the existing conditions. The new regulations would apply at the time of redevelopment and applied during the site plan review process. These efforts should be coordinated with the overall signage efforts of the City as a whole, and special attention should be given to the bridge over the river upon entry into the Downtown area.

5. Water Street

Issue Identification

This area can be characterized as having a mix of land uses, with residential, vacant, commercial, and industrial uses commingling. This area has little visibility, however the potential for redevelopment could have a large impact upon the Downtown and Michigan Avenue corridor. Some of the existing uses have deteriorated, the circulation pattern is unclear, and the roads need to be improved. Other issues include the fact that this area is bounded by the Huron River on two sides which provides a substantial potential asset for future uses, and the proximity of Downtown. The issues for this area can be summarized below:

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	✓
Environmental/Contamination	✓
Environmental/Riverfront	✓
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	✓
Relation to Downtown	✓
Relation to Depot Town	



Land Use Recommendations

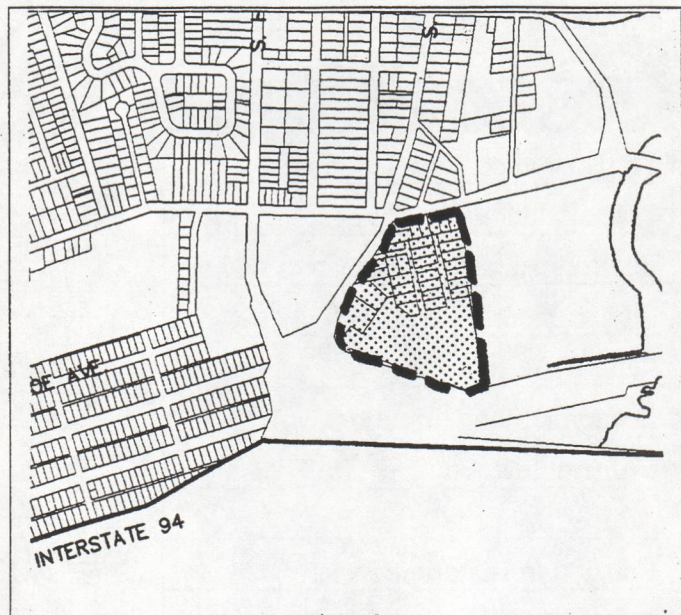
This area is designated for Mixed Residential/Commercial uses which capitalizes both on the Huron River and the proximity to Downtown. Furthermore, public or quasi-public related uses would be appropriate in this area due to the proximity to City Hall and the existing Gilbert Park along the river. The residential component will be of a higher density nature such as townhouses or condominiums, and the design of the commercial component should be integrated with the residential. Access along the river should be preserved and highlighted in any future development, especially at the terminus of River Street. Pedestrian linkages to the Downtown area should be encouraged. Due to the complexity of the area, a comprehensive plan is needed. PUD zoning may be appropriate. The City may consider initiating rezoning of these parcels, and in the meantime will consider a rezoning when accompanied by development proposals which meet the goals and policies established in the Master Plan.

6. Kramer/Bell Streets

Issue Identification

This area also serves as part of the southern entryway into the City. There are existing commercial uses along the western portion along Huron Street, existing single family, the former landfill, industrial to the east and vacant parcels. The existing single family uses have varying conditions. Proximity to the freeway lends this site great potential for redevelopment. The issues are summarized below:

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	✓
Environmental/Contamination	✓
Environmental/Riverfront	
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	
Relation to Downtown	
Relation to Depot Town	



Land Use Recommendations

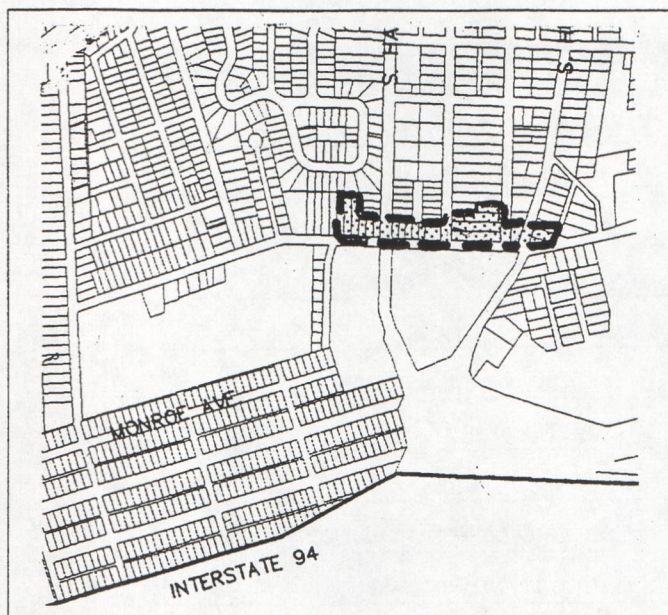
This area has potential for more intense development due to the proximity to the freeway, and the recent development of the Exemplar facility. The City will not seek to rezone this area, but rather will consider rezoning at the time of any development proposal. Input from existing residents will play an important role in any proposed rezoning. The land use designation is for Mixed Commercial/Industrial. The frontage along Huron Street and Spring Street is well located for commercial uses, with the internal portion of the property suited for industrial uses. Redevelopment of the former landfill area is a consideration, and any potential re-use will be explored. Redevelopment will require an efficient roadway system with one access onto Huron and one onto Spring connected by an internal roadway. The design should take into consideration the key position of this area as an entryway into the City and entry signs should be placed along Huron Avenue, the design of which should be coordinated with City-wide efforts.

7. Harriet Street

Issue Identification

This area has a variety of uses including a church, the Harriet Commerce Center, and then a variety of small commercial uses, some of which would benefit from improvements and upgrading. The adjacent residential areas could also benefit from property improvements and rehabilitation. The development of the Exemplar facility across Harriet Street will likely have an impact on the redevelopment of this area. The issues are summarized below:

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	
Environmental/Contamination	
Environmental/Riverfront	
Land Use Conflicts	
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	
Relation to Downtown	
Relation to Depot Town	



Land Use Recommendations

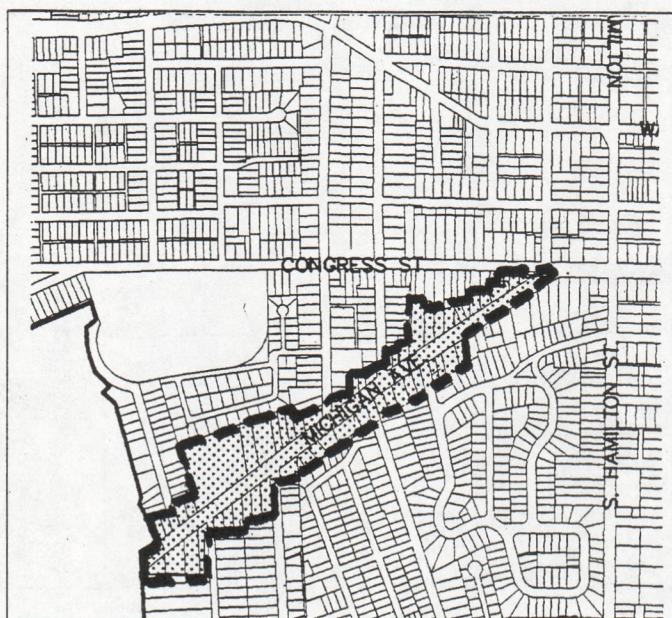
The main objective for this area is to upgrade the existing commercial and residential properties. The City will not seek to rezone any of the existing residential to commercial. However, expansion of the commercial district may be considered in the future to serve the adjacent neighborhoods, but only if citizen input or market conditions from the area warrant the expansion. Benefits from expanding the area designated commercial would be to facilitate the redevelopment of the commercial uses. Small lot sizes put constraints on redevelopment, for example, meeting parking and other requirements. Expanding the boundary to the north to include additional properties would give more flexibility in redevelopment.

8. West Michigan Avenue

Issue Identification

West Michigan Avenue, like East Michigan and Washtenaw Avenues, serves as one of the main entryways into the City. Currently the existing land uses along West Michigan Avenue vary with both single and multi-family residential, institutional, and commercial uses. A pocket of industrial land is located at the Ypsilanti West Commerce Park at Mansfield Street. The other important issue for this area is traffic. Any future development or redevelopment may have an impact on traffic patterns. Issues are summarized below:

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	✓
Environmental/Contamination	
Environmental/Riverfront	
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	
Aesthetics/Image	✓
Relation to Historic District	✓
Relation to Downtown	✓
Relation to Depot Town	



Land Use Recommendations

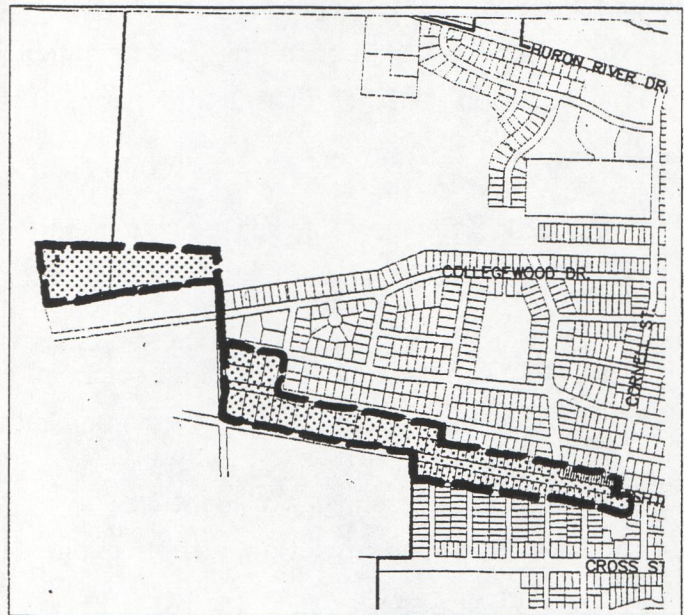
The land use designation for the corridor will be Mixed Residential/Commercial. This will allow the existing residential uses to continue, or be redeveloped into office or commercial uses. Commercial uses will be limited to those that are less intense in nature (in keeping with the Local Commercial land uses), and that do not generate significant amounts of trips. Buffering between commercial and residential uses will be required. For example, fast food restaurants with drive-through service will not be allowed. An *Entryway Overlay Zone* should be considered to bring design continuity to the corridor and it should be coordinated with East Michigan Avenue. Entry signs should be placed upon entrances into the City and coordinated with City-wide signage efforts.

9. Washtenaw Avenue

Issue Identification

Commercial corridor issues exist for the Washtenaw Avenue corridor such as traffic, conflicting land uses, and circulation. This area includes the existing commercial uses, and the vacant 10.72 parcel along Hewitt. Issues include commercial impacts upon adjacent residential uses, traffic, and the fact that Washtenaw Avenue serves as one of the major entryways into the City. Furthermore, proximity to EMU's Stadium, Convocation Center, and adjacent commercial areas impact the area.

ISSUES	
Transportation/Circulation	✓
Transportation/Truck Impact	
Environmental/Contamination	
Environmental/Riverfront	
Land Use Conflicts	✓
Economic Revitalization	✓
Vulnerable Land Uses	✓
Aesthetics/Image	✓
Relation to Historic District	
Relation to Downtown	
Relation to Depot Town	



Land Use Recommendations

This area will have a Mixed Residential/Commercial designation. This will allow for local commercial uses to meet daily resident needs, office, and residential land uses. Buffering of commercial uses from adjacent residential uses should be ensured and impacts such as lighting and refuse minimized. Intense commercial uses that are high traffic generators such as drive-through restaurants will not be allowed. This flexible mixed land use designation allows for a variety of uses for the vacant parcel. This parcel could be developed in a mixed-use fashion, or could be exclusively single use. Entry way treatment should be applied for Washtenaw Avenue with unified signage, landscaping, etc. encouraged through the development of an Entryway Overlay Zone.

Transportation Plan

The City should continue to provide for all modes of transit. Roadways, sidewalks, bus service, etc. should all be given consideration. The following is a summary of transportation related recommendations. The Goals, Objectives, and Strategies section has more detailed recommendations.

Transportation Improvements

A long range Transportation Plan is proposed for Washtenaw County which was developed in coordination with local agencies, the Southeast Michigan Council of Governments (SEMCOG), the Ann Arbor-Ypsilanti Urban Area Transportation Study (UATS) and the Michigan Department of Transportation (MDOT). The 2020 Regional Transportation Plan incorporates the following goals:

- Goal 1: Promote a safe and secure transportation system.
- Goal 2: Provide accessibility and mobility for all people and goods.
- Goal 3: Invest strategically in transportation infrastructure to enhance the vitality of the community.
- Goal 4: Protect and enhance the environment

Significant factors impacting the plan include:

- ISTEA requirements for plan adoption
- Urban sprawl
- Lack of dedicated funding for transit outside of Ann Arbor
- No state transportation user fee increase since 1984 (this has changed with the recent gas tax increase approved by the legislature)

The plan is implemented through the Transportation Improvement Program (TIP) which prioritizes and programs all projects in 3-year increments. Participation and input from City of Ypsilanti staff is involved in the TIP process. The City should continue utilizing the formulated recommendations from the TIP in order to continue roadway improvement efforts. Larger projects not programmed but greatly needed could be addressed in a City Capital Improvement Program. The City should continue to coordinate with MDOT and the Washtenaw County Road Commission to ensure that needed roadway improvements are implemented in conjunction with development projects, for example the installation of deceleration lanes or dedication of future right-of-way.

Sidewalks

Sidewalks provide not only a means of alternative travel, but serve to connect neighborhoods to commercial areas, schools, parks, etc.. As mentioned in the Goals, Objectives, and Strategies, sidewalk improvements are mentioned in both the Neighborhood Preservation and Transportation sections. The City of Ypsilanti had commenced a sidewalk improvement program in 1986 to maintain the existing sidewalk network throughout the City. The City conducted an assessment of all deficient sidewalks, and then notified individual property owners of the replacement procedures. In 1992 the program was terminated prior to its completion. Reasons for termination were problems with contractors and citizen complaints. The Proudfoot Associates Pavement Inventory Study recommends that an additional sidewalk assessment be conducted, and that 25,000 sq. ft. a year be replaced by the City over a four year program to complete the initial sidewalk improvement effort. The City has recently started up this program again with the goal of daily on-going maintenance and repair as needed.



Transit

The existing service agreement with the Ann Arbor Transportation Authority (AATA) for bus service meets an existing need for transit services for City residents. Continued evaluation is recommended to ensure that service is provided to needed areas of the City. Utilizing the bus service should be encouraged to cut down on overall traffic.

Parking

The City needs to ensure adequate parking is provided in the Downtown, Depot Town and University Village areas. Goals for parking should include:

- 1) Upgrade existing lots such as improving lighting, adding knee-walls, landscaping, etc.
- 2) Develop an overall approach to parking which addresses discrepancies between the different areas, and is easy for users to understand.
- 3) Ensure EMU works to provide parking for its own students and faculty to minimize the impacts on the City.
- 4) The City should conduct a parking supply/demand analysis on a block by block basis.

V. IMPLEMENTATION

Implementation

The Master Plan is essentially a statement of policies, objectives, and goals designed to accommodate future growth and redevelopment. The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs which will be useful if the plan is to be followed. A detailed matrix outlining the various participants in neighborhood implementation efforts and the projected time frame are presented on pages 98 and 99. An implementation program for zoning adjustments is presented on page 100.

A variety of programs or administrative "tools" are available to help the plan succeed. These include:

Zoning Requirements

Zoning is the development control that has been most closely associated with planning. Originally zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes which include:

- 1) To promote orderly growth in a manner consistent with land use policies and the Master Plan.
- 2) To promote attractiveness in the City's physical environment by providing variation in lot sizes, etc., and appropriate land uses.
- 3) To accommodate special, complex or unique uses through such mechanisms as planned unit developments, overlay districts, or special use permits.
- 4) To guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
- 5) To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan.
- 6) To promote the positive redevelopment of underutilized areas of the City.

The zoning ordinance and official map, in themselves, should not be considered as the major long range planning policy of the City. Rather, the Master Plan should be regarded as a statement of planning policy and zoning should be used to assist in implementing that policy.

Zoning Adjustments

Certain areas of the City have been designated for a land use classification in the Master Plan which conflicts with either existing zoning or existing land uses. These designations were developed in order to guide the desired redevelopment or development of these areas. Certain areas may benefit from a City-initiated rezoning in order to help facilitate the redevelopment process, while other areas may continue with an existing zoning designation which, although may currently conflict with the Master Plan land use designation, may be rezoned in the future once the existing use terminates or conditions change. It is at this future time that the land use recommendations will provide guidance as to the proper zoning. The City Planning Commission should further study and make decisions in regards to which areas warrant City initiated rezoning. The following are specified areas of the City which should be considered for City initiated rezoning:

Residential Zoning Adjustments

The City Planning Commission should review the following areas and consider rezoning to a residential category due to the conflicts between zoning patterns and the land use recommendations of the Master Plan:

- the Railroad Street target area, sub-area #1, consider rezoning to R3, Multiple Family Residential District
- the Lincoln Street target area, sub-area #2, consider rezoning to R3, Multiple Family Residential District

Mixed Use Residential/Commercial Zoning Adjustments

A new zoning district that incorporates a mix of residential and commercial uses as described in the previous chapter should be considered. If adopted, the City Planning Commission should review the following areas to be rezoned to this Mixed Residential/Commercial district:

- the Water Street target area
- the West Michigan Avenue Corridor target area
- the Washtenaw Avenue Corridor target area

Mixed Use Commercial/Industrial Zoning Adjustments

In addition to creating the mixed residential/commercial zoning district, the City Planning Commission should consider creating a mixed use zone for commercial and industrial uses. If adopted, the following areas should be considered to be rezoned to this new mixed use district:

- the Railroad Street target area, sub-area #2
- the Lincoln Street target area, sub-area #3
- the East Michigan Avenue target area, sub-area #2
- the Kramer/Bell Street target area

Industrial Zoning Adjustments

The Light Industrial/High Tech land use designation is specified for areas that are not appropriate for heavy industrial use, but are appropriate for either a light industrial park use, research park use, or other high technology related uses. The City Planning Commission should consider rezoning the following areas to Light Industrial/High Tech to facilitate the development of these uses:

- the Motor Wheel target area

River Preservation District Zoning Adjustments

The City should consider the creation of a River Preservation District overlay zone for all properties with river frontage. The overlay zone would include regulations such as setbacks, promoting vegetation buffers, environmental management (stormwater, soil erosion, etc.), access, view shed management, pathways, etc.. Additional study will be needed to determine the actual width of the overlay zone. Management guidelines would incorporate recommendations promulgated by the Huron River Watershed Council for "best use" management practices for properties abutting the river. Any new development that would occur along the Huron River would be encouraged to meet these new regulations. The goals of this district are to preserve the integrity of the river ecosystem, promote continuous access along the River in conjunction with a greenway concept, connect with the existing park system, and promote the location of the river as an amenity to those uses situated along its frontage. This effort relates closely to the Huron River Corridor concept in the 1997-2001 Parks, Recreation, and Open Space Master Plan, therefore efforts involving the river should be closely coordinated. Map 7 on the following page identifies the location of this proposed district.

Legend



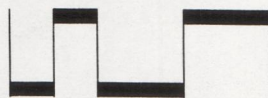
Entranceway



**River
Preservation**

Map 7

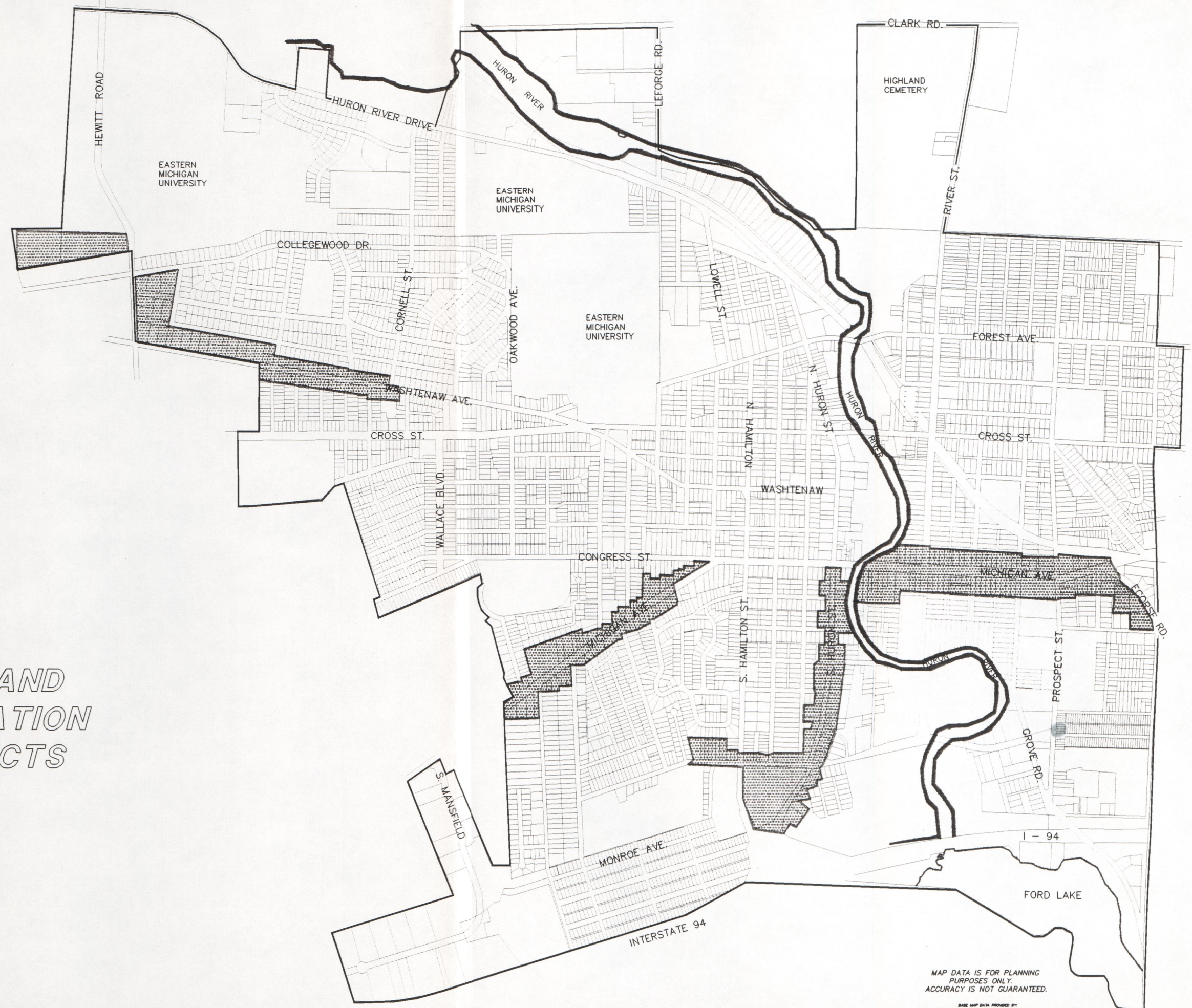
ENTRANCEWAY AND RIVER PRESERVATION OVERLAY DISTRICTS CITY OF YPSILANTI MASTER PLAN



0 300 600 1200 1800 FT.



CARLISLE/WORTMAN ASSOCIATES, INC.
Community Planners - Landscape Architects
Ann Arbor, Michigan



MAP DATA IS FOR PLANNING
PURPOSES ONLY.
ACCURACY IS NOT GUARANTEED.

BASE MAP DATA PROVIDED BY:
WASHTENAW ENGINEERING COMPANY

Entryway Overlay Zoning Adjustments

The City Planning Commission should consider the creation of an Entryway Overlay Zone which would promote upgrading of the entry corridors of the City as specified in the previous Map 7. Specific elements of this zone are discussed in the previous chapter and include items such as unified setbacks, sharing parking, landscaping etc. The City currently has four main entryways into the City and all four should be considered for this overlay designation. These entryways include:

- the East Michigan Avenue Corridor Target Area
- the West Michigan Avenue Corridor Target Area
- Huron/Hamilton Street (southern portion)
- the Washtenaw Avenue Corridor Target Area

Existing Overlay Districts

The City has an established Historic District and a Student Overlay District both of which have specific guidelines and regulations for development that occurs within such districts. Map 8 on the following page depicts the location of these two districts. The Historic District helps to protect historic properties and maintains the architectural and historical integrity of the area. The Student Overlay District provides unique development guidelines that are more appropriate for student dominated areas. Both districts should be continued with ongoing evaluation as to modification of existing boundaries.

Neighborhood Preservation

One of the City's main assets is the residential and neighborhood areas. It is paramount that these areas maintain their attractiveness and viability. Continued investment is important as well as the City's efforts to enforce the necessary housing and rental code programs. The City must also continue the investment and improvement of sidewalks, street trees, street maintenance, services, and park maintenance in order to upgrade and maintain neighborhood character. Programs which foster home ownership will also aid in the reinvestment of City neighborhoods. Continued implementation of the housing rehabilitation program sponsored by the Michigan State Housing Development Authority (MSHDA) is also recommended. The program provides funding for new construction or rehabilitation, acquisition, emergency repair assistance, and other neighborhood revitalization efforts.

Legend



Historic District

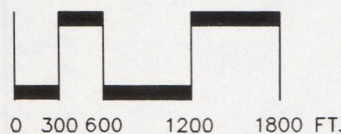
DISTRICT AREA INCLUDES ALL PROPERTIES WITHIN AND ON BOTH SIDES OF BOUNDARY STREETS EXCEPT: FOREST ST. BETWEEN HURON AND NORRIS = SOUTH SIDE ONLY AND PROSPECT ST. BETWEEN FOREST AND CROSS = WEST SIDE ONLY.



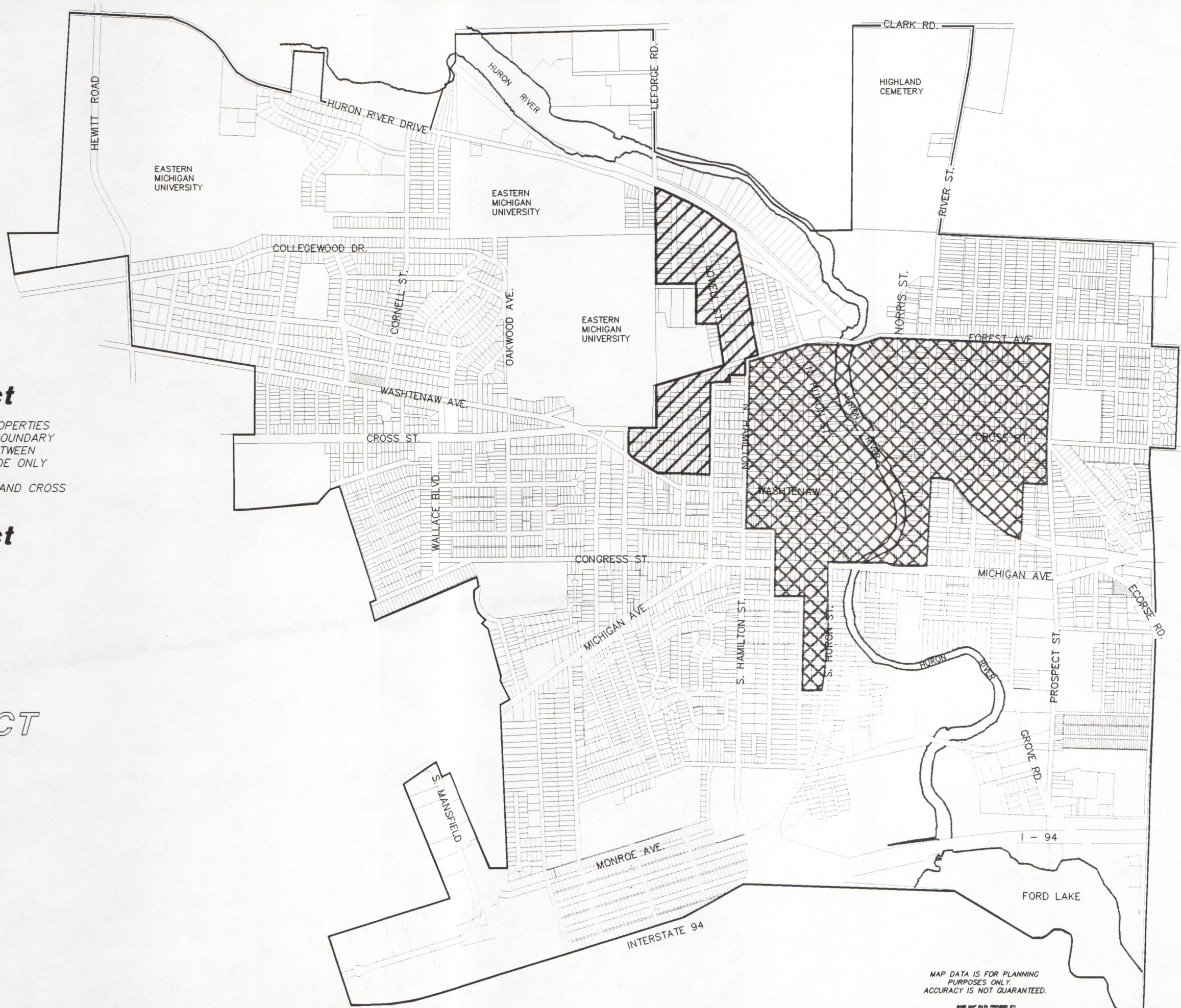
Student District

Map 8

HISTORIC AND STUDENT DISTRICT OVERLAYS CITY OF YPSILANTI MASTER PLAN



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Community Planners - Landscape Architects
Ann Arbor, Michigan



MAP DATA IS FOR PLANNING PURPOSES ONLY. ACCURACY IS NOT GUARANTEED.

BASE MAP DATA PROVIDED BY:
WASHIENAW ENGINEERING COMPANY

Funding

A variety of funding mechanisms are available for the City to implement the goals and policies of the Master Plan. Some of the mechanisms available are listed below.

ISTEA, Intermodal Surface Transportation Efficiency Act of 1991

The City already takes advantage of this act to attempt to gain funding for transportation enhancement activities. Previously the City has been granted funding for the Michigan Avenue Streetscape Enhancement Project, an effort that was an outcome of the DDA and the 1992 "Economic Revitalization Initiative for Downtown Ypsilanti", a study done by Hyett-Palma. Projects awarded grant monies include a wide variety of efforts from historic preservation related projects to landscaping and beautification projects such as a streetscape plan. MDOT makes decisions after a local and regional screening process is conducted. Continued efforts to seek ISTEA funds for various projects in the City is recommended. A bike path along the Huron River or entryway streetscape improvements would be examples of additional efforts for which ISTEA funds could be obtained.



Housing and Community Development Act of 1974

The U.S. Department of Housing and Urban Development provides funding to local governments in the form of the Community Development Block Grant (CDBG) program for a variety of development activities including housing rehabilitation, public and neighborhood improvements such as the housing rehabilitation program discussed above, and other economic development activities. Washtenaw County distributes the funding to local municipalities.

Tax Increment Financing, Public Act 450 of 1980

Tax increment financing is a means of funding infrastructure improvements such as roads, sewers, etc. which are needed for development. Bonds are issued by the community to pay for the needed improvements and then paid off by capturing the resulting increases in property taxes spawned by the improvements.

Brownfield Redevelopment Act Financing, Public Acts 381, 382, and 383 of 1996

The City of Ypsilanti has undergone efforts to designate the entire City as a brownfield redevelopment zone in order to facilitate redevelopment in needed areas. The brownfield acts allow communities to use tax increment financing in order to finance analysis and clean-up of sites where environmental contamination limits redevelopment. Potential sites in the City include the Water Street Redevelopment area, Gateway Redevelopment area, Michigan Avenue corridor, Railroad Street/N. Huron Street corridor, and the Lincoln Street area.

Special Assessment

This method facilitates the funding of public improvement projects through individual assessments of properties on an equitable basis for benefiting property owners in a defined district. This technique is common when funding road and utility improvement projects.

Rehabilitation Act, Public Act 344 of 1945

This Act allows local governments to acquire, assemble, and finance redevelopment activities for rehabilitation purposes.

Downtown Development Authorities, Public Act 197 of 1975

The City of Ypsilanti currently has two DDAs, one in Downtown and one in Depot Town. Both DDAs finance a variety of projects including the Michigan Avenue Streetscape Enhancement. Continued efforts are encouraged and cooperation between the two entities for potential joint projects should be considered.

Maintenance of Shopping Areas Act, Public Act 260 of 1984

This act basically authorizes municipalities to utilize the special assessment district financing mechanism for the maintenance of commercial areas. Funds can be utilized for a variety of activities including redevelopment, maintenance, and promotional efforts. The

act also calls for a creation of a board to direct the various improvement efforts. This act could be useful, for example, in upgrading existing commercial shopping areas in the City.

Capital Improvements Program

Capital Improvements Programs consider the funding and timing of all municipally related capital needs including such items as roadways, utilities, parks and recreation, City Hall expansions/development, community center improvements, etc. Yearly ongoing review provides the opportunity to keep the plan up to date and add new projects. The City currently has each department submit a one year and five-year capital improvements plan as part of the budgeting process. Efforts should be made to coordinate these departmental plans with the Master Plan to help identify and prioritize needed improvements. Currently the YCUA provides capital improvements analysis for sewer and water projects.

Plan Education

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures which make citizens more aware of the planning process and the day to day decision making which affects implementation of the Plan. A continuous program of discussion, education and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

Plan Updates

The Plan should not become a static document. The City Planning commission should attempt to re-evaluate and update portions of it on a periodic basis. The land use portion should be updated at least once every three to five years, and the Planning Commission should set goals for the review of various sections of this Plan on a yearly program. The Master Plan should also be coordinated with the City's Recreation Plan in order to provide proper long-range planning for recreation improvements.

Implementation Program

A summary of implementation programs for various neighborhoods and for proposed zoning adjustments is provided on the following pages.

CITY OF YPSILANTI

NEIGHBORHOODS

SUMMARY OBJECTIVES

University Area

- 1) Improve housing conditions
- 2) Reinforce edges between campus and neighborhoods
- 3) Improve pedestrian linkage between Campus and Cross Street, Downtown, and Depot Town
- 4) University to provide adequate student housing
- 5) Redevelop and upgrade commercial uses
- 6) Store front improvements
- 7) Buffers between commercial and residential
- 8) Consider two-way traffic along Cross Street

Washtenaw Avenue / College Heights / Normal Park

- 1) Preserve existing residential
- 2) Enhance buffers between residential and commercial uses
- 3) Maintain definable edge between University and residential
- 4) Minimize number of curb cuts along Washtenaw
- 5) Prevent institutional encroachment into neighborhoods
- 6) Encourage residential infill compatible in scale and design
- 7) Encourage rehabilitation of existing structures
- 8) Improve pedestrian linkage to Depot Town and Downtown

Railroad Street

- 1) Improve roadway network
- 2) Enhance entrance into City with landscaping, signage, etc.
- 3) Encourage proper buffering between commercial/industrial uses and residential areas
- 4) Promote redevelopment of higher density housing along the river
- 5) Highlight proximity to the river
- 6) Develop strong linkage across Huron River Drive
- 7) Limit heavy truck access to industrial uses

Planning Commission/ CED Department
Recreation Department
Building Inspection Division
EDC
DDA
DTDA
Historic District Commission
Eastern Mich. University
Private Interests
Ongoing
Mid Range (2-6 Years)
Long Range

TIMING

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CITY OF YPSILANTI IMPLEMENTATION MATRIX

TARGET AREAS ZONING ADJUSTMENTS

SUMMARY OBJECTIVES		PARTICIPANTS				TIMING			
Residential Districts									
1)	Consider rezoning on Railroad Street	✓				✓			
2)	Consider rezoning on Lincoln Street	✓					✓		
Mixed Use Residential/Commercial District									
1)	Draft ordinance amendment	✓				✓			
2)	Consider rezoning on Water Street	✓		✓			✓		
3)	Consider rezoning on West Michigan Avenue	✓					✓		
4)	Consider rezoning on Washtenaw Avenue	✓					✓		
Mixed Use Commercial/Industrial District									
1)	Draft ordinance amendment	✓					✓		
2)	Consider rezoning on Railroad Street	✓		✓				✓	
3)	Consider rezoning on Lincoln Street	✓					✓		
4)	Consider rezoning on East Michigan Avenue	✓							✓
Industrial Districts									
1)	Consider rezoning of Motor Wheel site	✓				✓			
River Preservation District									
1)	Draft ordinance amendment	✓	✓			✓			
2)	Identify properties to be included in overlay	✓	✓				✓		
3)	Explore methods for obtaining easements	✓	✓			✓			
4)	Obtain easements	✓	✓			✓	✓	✓	✓
Entryway Overlay District									
1)	Draft ordinance amendment	✓						✓	
2)	Identify properties to be included along West Michigan Avenue, East Michigan Avenue, Huron Street, and Washtenaw Avenue	✓						✓	✓

APPENDIX

Ypsilanti Community Planning Visioning Workshops

Report to the City of Ypsilanti Planning Department

Prepared by:
Community Development Services, Inc.
in cooperation with Carlisle/Wortman Associates, Inc.

January 12, 1997

Introduction

The City of Ypsilanti Community and Economic Development Department, in its efforts to update the comprehensive development plan, sponsored community visioning workshops to identify current and future community development needs that must be addressed to shape and serve the community. Local residents, property owners, businesses, and public officials were encouraged to attend to provide ideas on such issues as land use, transportation, community revitalization, economic development, neighborhood preservation, park improvements, and community facilities. Workshop participants were not required to register in advance and were allowed to register for the workshop at the door. Participation from youth and adults was strongly encouraged. The five workshops were held in several locations throughout the City during the months of November and December 1996.

The mission of the City's master plan is to guide development decisions that preserve existing neighborhoods and natural and historic resources, stimulate commercial and economic revitalization and upgrade community facilities. Identifying the key development issues in Ypsilanti's neighborhoods and key development areas is critical to the master plan update process.

The vision statements will be used to develop community planning goals, land use programs, and policies for the planning documents.

This report is a summary of the process and outcomes of the community planning visioning workshops. Priority vision statements and directions were generated from each session. Specific vision statements that will serve as suggested community planning goals and objectives for the City's Master Plan were developed. The meeting notices, agendas, specific minutes, attendance lists, and prioritized vision statements from each workshop are included in the Appendix.

What is Community Visioning?

Successful communities decide the future is something they can create. These communities take the time to produce a vision of the future they want and employ a process that helps them achieve their goals. Successful communities are focusing on ways in which business, government, nonprofit organizations, and citizens work together.

One way of achieving these goals is through a community visioning project. Such a process brings together all sectors of a community to identify problems, evaluate changing conditions, and build collective approaches to improve the quality of life in the community.

In reviewing successful community visioning processes around the country, the projects contained the following elements:

- The definition of a community must be defined by the participants. Some projects define their community as a neighborhood or as a whole City or town.
- People with varied interests and perspectives participated throughout the process and contributed to the outcomes, lending credibility to the results.
- Traditional "power brokers" truly empowered participants and treated them as peers.
- Individual agendas and baggage were set aside, so the focus remained on common issues and goals.
- Strong leadership came from all sectors and interests.
- All participants took personal responsibility for the process and its outcomes.
- The group produced very detailed recommendations that specified responsible parties, timelines, and costs.
- Individuals broke down racial, economic, and sectoral barriers and developed effective working relationships based on trust, understanding, and respect.
- Participants remained committed during times of frustration.
- Projects were timely and launched when other options to achieve the objective did not exist or were not working.
- The group gained a consensus on project goals and objectives to reach desired outcomes.¹

These ingredients make up the essence of collaboration itself. True collaboration brings together

1. The Community Visioning and Strategic Planning Handbook. This handbook was made possible through a grant from the Ford Foundation. This handbook is a first in a series produced for the Alliance for National Renewal. Additional support for the series has been provided by the Carnegie Corporation of New York. Produced by The National Civic League, Denver, Colorado.

many organizations, agencies, and individuals to define problems, create options, develop strategies, and implement solutions. Because they typically involve larger groups, collaborative efforts help organizations rethink how they work, how they relate to the rest of the community, and what role they can play in carrying out a common strategy. Often no single organization has the resources or mandate to effectively address a particular issue alone. A group effort can help mobilize the necessary resources and community will.

Effective collaboration requires that decisions be made by consensus. Though a consensus-based decision-making process takes more time, it can save time during the implementation phase of a visioning project, where blocking ordinarily occurs. If citizens are provided a forum in which their ideas and opinions are heard, seriously considered, and perhaps even incorporated into the action plan, they will be less inclined to resist or ignore new initiatives.

Community "ownership" of a plan and willingness to help in its accomplishment often corresponds directly with the public's level of participation in the plan's development. As a result, projects can be completed in timely fashion through the consensus-building process.

Workshop Format and Planning

Community Development Services, Inc., in cooperation with Carlisle /Wortman Associates, Inc., and the City of Ypsilanti Community and Economic Development Department began planning visioning workshops in September 1996. The Ypsilanti Community and Economic Development Department, along with members of the Ypsilanti Planning Commission were consulted to:

- 1 Identify and reserve accessible meeting locations.
2. Forward mailings of specific community stake holders.
3. Generate lists of churches, schools, and other volunteer organizations.
4. Prepare a news release and flyers for the workshops.
5. Identify interested and supportive individuals capable of helping workshop sessions.

Vision Workshop Format

The process of visioning was used to actively describing the preferred future for the City of Ypsilanti. Visioning describes a mental image and provides a picture in words. The visioning workshop format attempts to produce positive statements that guide and motivate change. The visioning workshop is one of several sources of information used to generate community participation to the planning process and is not considered a complete and comprehensive community visioning process.

Community Development Services, Inc. used the nominal group technique to generate the following wanted outcomes:

- To help a group identify issues, concerns, or needs.
- To generate a list of preferred visions for recreation in Ypsilanti.
- To maintain agendas and time schedules.
- To establish priorities for recreation facility improvements, activities, and program priorities

The nominal group technique is a small group interaction tool developed by Andrew Van de Ven, a Wharton professor to assure participation from all members, to carry out a process that can be readily understood, communicated, and used without extensive training.

The nominal group technique was used to generate vision statements for the Ypsilanti Master Plan because it:

- Encourages equal sharing and participation
- Encourages "hitchhiking" on others ideas
- Depersonalizes ideas
- Tolerates conflicting ideas
- Reinforces concentration through seeing and hearing ideas
- Clarifies ideas
- Provides focus on important issues
- Forces equality in choices
- Avoids dominance by strong group members
- Encourages minority opinions
- Promotes "attacking" ideas on walls – not people
- Provides preparation for decision
- Forces independent judgment
- Promotes a sense of accomplishment
- Motivates involvement in future phases of planning & problem-solving

The technique was developed to assure that group members are not excluded from active participation. Sometimes, a group discussion is monopolized by a few group members so that the outcome of a meeting does not reflect the consensus or opinion of the entire group.

A typical nominal group technique is carried out in the following manner:

1. Silent Generation of Ideas
2. Round Robin Listing of Ideas
3. Discussion and Clarification of Ideas
4. Preliminary Voting

5. Discussion of Voting

6. Final Vote

The nominal group technique was modified for the Ypsilanti community vision workshops due to time constraints and to assure broader participation by residents. The workshops began with a brief introduction to the visioning process and the purpose of the workshop. Participants in the visioning process were divided into small groups of no more than ten people led by a facilitator. Each group was directed to discuss their visions:

- Neighborhood Preservation
- Streetscape
- Historic Preservation
- Land Use
- Commercial Revitalization
- Transportation

The groups were asked to rank five issues that must be addressed in the master plan. Prioritization was accomplished by individual and group voting. Each participant was given five colored self-stick dot labels as a method of voting on specific issues. Prioritization was accomplished by individual and group voting. Each participant was given five colored self-stick dot labels as the method of voting on specific issues.

Participants were reassured that the visioning process was an opportunity to:

- Generate new and bold ideas for the future!
- All ideas and visions were welcome.
- No one's ideas or visions will be criticized.
- Everyone's participation is encouraged.
- Budget issues should not constrain your imagination.

The entire group was reconvened to review issues addressed in each group, and to rate and vote on the issues as a group. Again, each participant was given colored self-stick dot labels to vote on the top five vision statements for land use and development activities in Ypsilanti.

A workshop facilitator was used in each group to record observations, generate and guide discussion, and provide directions for voting.

Equipment and Materials Used

Community Development Services, Inc., in cooperation with Carlisle /Wortman Associates, Inc., used flip chart, colored markers, felt pens, masking tape; 3"x5" or 4"x 6" cards, pens or pencils for each participant, colored self-stick dot labels, and handout materials for each participant. Where possible, groups worked in separate breakout rooms or areas.

Schedule and Location of Community Visioning Workshops

Target Audience	Date & Time	Location
East-side/Depot Town/Prospect Street	Monday, November 18, 1996: 6:00-9:00 PM	Adams Elementary School 503 Oak St. Ypsilanti, MI 48198-3885
Michigan Avenue/Downtown/Water Street	Thursday, November 21, 1996: 6:00-9:00 PM	Riverside Arts Center 76 Huron Street Ypsilanti, MI 48197-2608
Washtenaw Avenue/College Heights/Normal Park	Monday, November 25, 1996: 6:00-9:00 PM	Cleary College 2170 Washtenaw Road Ypsilanti, Michigan 48197-1788
University Area	Monday, December 2, 1996: 6:00-9:00 PM	Riverside Arts Center 76 Huron Street Ypsilanti, MI 48197-2608
Gateway Area/Perry Neighborhood	Thursday, December 5, 1996: 6:00-9:00 PM	Perry Child Development Center 550 Perry Street Ypsilanti, MI 48197-5331

Major Findings/ Workshop Results

More than 120 vision statements, expressed in the words of participants in the five workshops, were generated. Using the original words recorded on flip charts, a summary list of statements was prepared. The following "top ranking" vision concepts were rated top priority by a simple majority of participants.

Several strong, central themes emerged from the vision workshops. These are listed as follows:

1. Preserving Ypsilanti neighborhoods.
2. Preserve and protect historic resources.
3. Enhance riverfront development.
4. Develop an overall architectural and design theme for the City to promote and retain commercial strip development.
5. Expand streetscape improvements throughout the City on major streets.
6. Coordinate community and campus planning and land use development activities.

Overall, participants saw future development activities that promote two major assets in the City: its historic building character and river. Vision statements focused on preserving the City's existing historic building character and improving access to the Huron River.

Residents portrayed Ypsilanti as a City of neighborhoods that retains its historic character, is supported by neighborhood recreational facilities, and supported by land use policies that expand affordable housing opportunities. Increasing building code enforcement, was especially important while controlling the quality and proliferation of student rental housing associated with Eastern Michigan University.

Future land use development and policies in Ypsilanti will enhance the City's riverfront and river resources according to residents. They envision expanded recreational facility development and activities on the river. Business attraction and expansion activities sponsored to encourage commercial and industrial investment will be enhanced by using urban design and physical design themes that promote the City's historic and riverfront assets.

Collaborative and coordinated planning with Eastern Michigan University whose activities effect housing, local traffic flows, tax base, public services, and investment in Ypsilanti, were considered important in future community land use decisions.

Eastside /Depot Town/Prospect Street Neighborhood

Monday, November 18, 1996

6:00-9:00 PM

Adams Elementary School

503 Oak St.

Ypsilanti, MI 48198-3885

Neighborhood Preservation

- Reduction of the number of substandard landlords.
- Focus preservation efforts on Eastside/Depot Town.
- Continue focus of condominium development in the River Street area.
- Retain Eastside identity.
- Maintain and continue Eastside as a desirable place to live.
- Reinforce the distinctive character of each neighborhood in City.
 - Normal Park, College Heights, campus, downtown, and West side.
- Create distinctive names for neighborhoods.

Historic Preservation

- Continued improvement of historic preservation district.
- Expand boundaries of historic preservation district.

Commercial Revitalization

- Improve East Michigan Avenue.
- Encourage relocation of "adult entertainment" uses.
- Revitalize Depot Town.
- Clean up abandoned businesses, especially, Water Street and South River.
- Marketing theme to attract larger markets to a destination.
- Parking on Southside at area tied to the river access.
- Need a decent grocery store, dry cleaners, and drug stores in neighborhood commercial areas.

- Develop a neighborhood shopping center.
- Better communication with other business districts (the two DDAs).
 - different talents, assets in each
 - eliminate jealousies, misconceptions
- Redevelop property in Depot Town, particularly the Freighthouse.
- Vision-mini-convention center with a marketing goal to increase total traffic from inside and outside community.
- Promote each business district as an economic revitalization area.
- Residential development (apartment /lofts) of second store levels in existing buildings in Depot Town, downtown.
- Reclaim Motor Wheel property.
- Why isn't University community involved?
- Become active in Depot redevelopment.
- Unite River Street and Cross Street/Depot Town-walkways, benches.
- East Michigan Avenue needs improvement.

Streetscape Improvements

- Improve East Michigan Avenue.
- Upgrade street lighting in commercial areas.
- Improvement to the entry corridors into the City.
- Improve gateway entrances.
 - visually ,signage
- More identification of historic districts.

Land Use

- Continue focus on River Street; develop condominiums as gateways.
- Clean up river edges.
- Create a balance in supporting desirable developments.
 - Need to partner/mentor

- cooperative programs
- pass on the "scars"
- Need more participation in public affairs, neighborhood affairs.
- Maintain current strength of the City's historic preservation ordinance & commission.
- Stronger resident/neighborhood associations.
 - markers for identity
- Citywide: keep building inspection department at full strength.
- Under utilizing Huron River.
 - connect Remm Park----Ford Lake
- Promote and redevelop Gateways:
 - walk/restaurants/canoe/paddleboats
 - back to City's roots
- Limit increases in the number of non-owner occupied property.
 - greater % of owner occupied
- Remove light industry from City core.
 - to improve visual impact
 - to decrease traffic of heavy trucks
 - clean up of abandoned businesses
 - Water St., South River especially
- Revitalize existing businesses.
 - Relocate recycling center to DPW yard
 - Redevelop Motor Wheel site.
 - Clean up river edges
 - Revitalize Depot
- Removal of unused railroad tracks.
- Reuse Freighthouse & adjacent areas.
- Integrate public & private uses.
- Use drawings of Bob Doyle.
- Continue with planning for area.
- Consider adaptive reuse of old high school.

- Redevelop the Thompson Block.
 - Encourage relocation of "adult entertainment"
 - concentrate student housing to one area
- Deal with student move-out trash.

Schools and Parks

- Complete Prospect Park renovation.
 - now halfway through Prospect park renovation-
 - under utilizing Riverside Park/Frog Island
- Need for more programming for all age groups, i.e., seniors in schools.
 - Schools do not function as multi-generational center.
- Create an east side school/park facility as a focal point.

Transportation

- Expand and connect bike paths especially along riverfront.
- Reduce negative impact of traffic flows on existing land use.
- Improve all entry corridors into the City.
 - develop a theme
- Add left turn signals on Michigan Ave. and any other key places.
 - Rice/Cross
- Find ways to slow traffic in commercial areas & main arteries.
- Improve RR crossing.
- Install red blinking lights at school crossings.
- Increase AATA service in Ypsilanti.
- Add express routes to Ann Arbor.
- Re-evaluate one-way streets - especially Adams.
- Make safe corridors for bikes, pedestrians, skateboards.

STREETSCAPE

- Keep the streets "parade friendly."

- Curbs and gutters- (example: park between Cross/Michigan).
- Upgrade street lighting in commercial areas.
- Cooperative plans between City and public to provide informational kiosks.
- Benches in public spaces-appropriate areas to encourage people to linger.
- Pocket parks.
- Add bicycle racks to park bicycles.

Michigan Avenue/Downtown/Water Street:

Thursday, November 21, 1996: 6:00-9:00 PM
Riverside Arts Center
76 Huron Street
Ypsilanti, MI 48197-2608

Neighborhood Preservation

- Increase volunteerism and feeling of community responsibility.
- Develop and preserve quality homes at affordable prices.
- Increase residential density in certain desired areas.
- Reevaluate zoning process to promote neighborhood goals.
- Create a balance in supporting desirable developments.
- Improve and expand landlord communications and education.

Commercial Revitalization

- Encourage commercial development on Washtenaw Avenue, Cornell, and Hewitt.
- New business expansion, especially unique or unusual types of retail establishments, should be encouraged.
- Develop architecture that imparts a sense of place and creates a focal point.
-like Village Green Town Square

Land Use

- Streamline zoning and other regulations that encourage investment.
- Promote higher quality usage of parks.
- Increase residential density in certain desired areas.

Transportation

- Expand and connect bike paths especially along riverfront.
- Reduce negative impact of traffic flows on existing land use.
- Improve linkage to M-14.

Washtenaw Avenue/College Heights/Normal Park

Monday, November 25, 1996:

6:00-9:00 PM

Cleary College

2170 Washtenaw Road

Ypsilanti, Michigan 48197-1788

Neighborhood Preservation

- Use special assessments for neighborhood infrastructure.
- Maintain appearance and upkeep of student rental housing.
- Preserve integrity of zoning and prohibit spot zoning.
- Improve safety by police developing crime prevention connections with the neighborhood.
- Maintain R-1 integrity.
- Maintain distinction of various neighborhood.
- Preserve recreational areas especially in neighborhoods.
 - *upgrade current facilities
- Establish a one-stop information center in neighborhood associations at City to facilitate:
 - better sharing of planning commission and others activities
 - agendas in newspapers
 - phone in to City as follow-up
 - personal touch
 - better mailing process
 - through Neighborhood associations where possible
- Improve safety by improving police/crime prevention connections to neighborhoods.
- Limited or no commercial uses in neighborhoods (R-1 boundaries).
 - no spot zoning
 - preserve integrity of zoning
- Balance within City between commercial and neighborhood.
- Provide assistance and support with organizing block parties/neighborhood functions.

Historic Preservation

- Improve public relations within Historic District and other groups.
- Promote historic assets.
- Use historic preservation to keep variety and uniqueness.
- Promote historic preservation as Ypsilanti's identity.
- Provide more education on historic preservation.
 - what is it for
 - what can it do
- Get rid of remaining "false" facades.
- Establish better communication w/owners of historic property.

Commercial Revitalization

- New business expansion, especially unique or unusual types of retail establishments, should be encouraged.
- Encourage commercial development on Washtenaw Avenue, Cornell, and Hewitt.
- Limited or no commercial uses in neighborhoods (R-1 Districts).
- Destination businesses should be encouraged, i.e., unique or unusual types of retail establishments.

Streetscape

- Parking needs to be designated and more visible - especially for out of town visitors.
- Parking should be free.
- Improved lighting in Connector.
- Tree/Landscape maintenance.

Land Use

- Integrate City planning with Eastern Michigan and Cleary College campus planning and development activities.
- Improve communication with City Planning Commission and other City commissions

and boards by placing agendas in newspapers, better mailing and notification process, and improve the ability to phone in to the City to follow up on issues.

- Preserve integrity of zoning and prohibit spot zoning.
- Efficient administration of basic City services.
- Annex township properties.
- Develop architecture that imparts a sense of place and creates a focal point -like Village Green Town Square.
- Develop significant green space in river corridor.
- Encourage commercial on Washtenaw, Cornell, and Hewitt.
- Target new small neighborhood parks at a minimum new "green space."
- Significant development of river corridor in Green space.
- Search for additional tax base.
- Aggregate manufacturing zones.
- Use buffer areas to separate commercial from residential.
- Ensure cooperative planning with township.
- More careful review of commercial on Washtenaw Ave- to City limits.
- Improve uniform signage regulation especially in commercial areas.
- Develop currently vacant buildings.
- Improve administration of basic City services.
- Improve supervision of DPW workers.
- Maintain attractive parks within neighborhoods.
- maintain integrity of defined neighborhoods when the future use of Cleary property is considered.
- City balance tax revisions with people.
- Restore old horse race track at Recreation park for pedestrians.
- Relocate City Hall at old Ypsilanti High.
- Relocate City Hall at Smith Furniture.
- Interface with River better.

Transportation

- Use greenspace to create turn lanes etc. (or angle parking areas).
- Clean up "Downtown" alleys, (removing dumpsters, paving, etc.
- Re-evaluate one-way system.
- Make sure high traffic causing uses are contiguous to and serviced by a major arterial.
- Make traffic flow from downtown to West Washtenaw area more recognizable.
 - improve signage.
- Provide adequate and affordable transportation for seniors, disabled, and low income residents.
- Improve notification of bus service schedules.
- Check Light traffic timing and additional lane requirements especially at Hewitt.
- Resurface LeForge Rd.
- Install Left Turn arrows Michigan Avenue, Huron, Hamilton.
- Evacuate major ingress routes.
- More control signage.
- Fix potholes on neighborhood streets.
- Reconstruct and redesign streets where necessary.

University Area

Monday, December 2, 1996
6:009:00 PM
Riverside Arts Center
76 Huron Street
Ypsilanti, MI 48197-2608
313-480-2787

Neighborhood Preservation

- Improve removal of student trash especially at semester change or move out.
- Expand code enforcement of rental housing.
- Increase inspection of duplexes and any rental units.
- Stabilize residential areas/reduce rental housing.
- Reduce encroachment of student housing.

Historic Preservation

- Expand the Historic District.

Commercial Revitalization

- Commercial Infill needed in the Cross Street area.
- Improve image of Cross Street (serves as an image of Ypsilanti).

Streetscape

- Improve alley, sidewalks, infrastructure in University Village area.
- Need for better stairs at Michigan Avenue and River.

Land Use

- Improve Campus area organization (business improvement district.).
- Improve linkage of campus and downtown.
- Improve retail mix on campus.

- Address "Town/ Gown" Issues, such as:
 - Tax Base
 - Communication
 - Police Fire
 - Financial/Compensation
 - Security
- Cross Street/Emmet Commercial/Residential Separation.
 - trash
- Need buffers within campus areas.
- Control building lot coverage.
- Establish minimum landscaping regulations.
- More frequent pick up of trash(Normal/Cross street trash bins are overflowing).
- Expand recycling.
- Have EMU require on campus housing for two years.
- Promote long term campus planning.
- Improve Fraternity Row.
- Future EMU Acquisitions affects future investments.
- Improve Town Gown Communication.
- Develop Riverside Park Connection within the City.

Transportation

- Public parking should be studied in the following areas:
 - Campus area
 - University village
 - Town/Gown Parking
- Develop a Tram at River and Michigan Avenue.
- Create two-way traffic on Hamilton.

Gateway Area/Perry Neighborhood

Thursday, December 5, 1996
6:00-9:00 PM
Perry Child Development Center
550 Perry Street
Ypsilanti, MI 48197-5331
313-482-8670

Neighborhood Preservation

- Develop self-contained neighborhoods that have:
 - services within walking distance
 - retain street oriented developments
 - preserve the historic character of the area
- Increase Affordable Housing (both single multiple).
- Develop Neighborhood community centers in all areas.
- Encourage Community cohesion/support to:
 - stimulate and support neighborhood input
 - increase participation

Historic Preservation

- Preserve Gateway entrances to City (southern).
 - convey the Historic character
- Preserve Historic homes.
- Incorporate historic design features in new building construction.
- Provide incentives to preserve historic character.
- Selectively removal of substandard buildings.

Commercial Revitalization

- Provide direction & incentives to improve building image & condition.
- Solicit developers for the Gateway site.
- Market downtown & other neighborhood commercial sites.

- Demolish and market "slow" sites offer a clean site.
- Blend building styles
 - "Old vs. New"
 - Overall theme
- Develop Neighborhood and local retail service that is accessible to the neighborhoods
- Discourage development of gas stations - no more gas stations.
- Develop more family oriented retail/services.
- Upgrade existing buildings and make code improvements.

Streetscape

- Add improvements to the Gateway area including Gross Street and Harriet.
 - Lighting Fixtures, Brick Face
 - Benches, Trees Landscaping
- Consistent streetscape elements throughout the City.
- Improve sidewalks.
- Improve schedule of maintenance.
- Upgrade streets on a schedule.
- Dedicate funding for street improvements.
- Improve public transportation within the City.
 - more local service

Land Use

- Develop infill/Temporary Park spaces.
- Improved communication with Township to coordinate planning for commercial.
- Develop the 10.8 acre as a top end industrial/office park with some rental and services.
- Create an empowerment/very restrictive fund.
- Develop vacant 10 Acre site.
- Develop an overall theme.
- Diverse and exciting attractions.

- Develop an overall theme that promotes the City.
- Pedestrians friendly development.
- Preserve the existing tax base.
 - collaboration/coordination of EMU and City plans
 - improving and redeveloping the land to attract desirable uses & industry
 - upgrade infrastructure
- Develop a theme to promote and encourage development.
- Provide incentives to encourage development.
- Link communities with riverfront park development.
- Remove the Peninsula Dam to improve river habitat.

Transportation

- Improve linkage between Ypsilanti & other job sources.
- Develop bikeways and pedestrian.
- Develop river trail system.
- Improve signage in parking lots.
- Alley's improved.

Top Vision Statements: Community Vision Workshops

Based on a review of the statements generated in the Community Visioning Workshop, participants have recommended the following visions for future land use development in Ypsilanti:

Neighborhood Preservation

- Reduction of substandard landlords.
- Expanded code enforcement: of rental housing.
- Increased public parking, especially in campus and university area.
- Inspection of duplex and rental housing units.
- Improved linkage of campus with downtown.
- "Town gown issues addressed, especially, tax base, communication, police/fire, financial compensation, & security.
- Upgraded and improved alleys, sidewalks, infrastructure.
- Stabilized residential areas: with reduced rental housing.
- Increased volunteerism and feeling of community responsibility.
- Quality homes preserved and developed at affordable prices.
- Increased residential density in certain desired areas.
- A zoning process that promotes neighborhood goals.
- Balanced support and incentives to create desirable developments.
- Improved appearance and upkeep of student rental housing.
- Limited or no commercial uses in neighborhoods (R-1 Districts).
- Preserved integrity of zoning (no spot zoning).
- Improve safety by police developing crime prevention connections with the neighborhood.
- Improve and expand landlord communications and education.

Historic Preservation

- Continued improvement of historic preservation district.
- Expanded of historic district.
- Improved public relations within Historic District and other groups.
- Promote historic assets.

Commercial Revitalization

- Improve East Michigan Avenue.
- Revitalize Depot Town.
- Clean up abandoned businesses, especially, Water Street and South River.
- Encourage commercial development on Washtenaw Avenue, Cornell, and Hewitt.
- Develop architecture which imparts a sense of place and creates a focal point.
-like Village Green Town Square.
- Develop vacant 10.8 acre site with an overall development theme that promotes the City and enhance the Gateway entry to the City of Ypsilanti.
- New business expansion, especially unique or unusual types of retail establishments, should be encouraged.

Land Use

- Develop an overall theme that promotes the City.
- Upgrade existing buildings and make code improvements.
- Continue focus on River Street; develop condominiums as gateways.
- Clean up river edges.
- Integrated and coordinated land use planning activities with Eastern Michigan and Cleary College campus planning and development activities.
- Improved communication with City Planning Commission and other City commissions and boards by placing agendas in newspapers, better mailing and notification process, and improve the ability to phone in to the City to follow up on issues.
- Preserve integrity of zoning and prohibit spot zoning.

- Efficient administration of basic City services.
- Annex township properties.
- Improve and redevelop land to attract desirable uses and industry.
- Upgrade existing buildings and make code improvements.
- Preserve existing tax base by improving collaboration and coordination of the City and Eastern Michigan University planning efforts.

Transportation

- Expand and connect bike paths especially along riverfront.
- Reduce negative impact of traffic flows on existing land use.
- Reevaluate one-way traffic system in the City.
- Make sure high traffic causing uses are contiguous to and serviced by a major arterial.
- Provide adequate and affordable transportation for seniors, disabled, and low income residents.
- Commercial infill needed: Cross Street area.
- Develop river trail system.

Parks and Recreation

- Significant development of green space in river corridor.
- Promote higher quality usage of parks.

Streetscape Improvements

- Expand streetscape improvements to Gateway, Gross, and Harriet Streets.
- Expand streetscape improvements, such as benches, trees, landscaping throughout the City.
- Improve sidewalks.
- Improve signage in parking lots.
- Upgrade street lighting in commercial areas.
- Improvement to the entry corridors into the City - all entries.

